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SUPPLEMENT

TO THE

TY-FIRST ANNUAL REPORT OF THE DEPARTMENT OF MARINE
AND FISHERIES FOR THE CALENDAR YEAR 1908.

MARINE

REPORTS

OF THE

HARBOUR COMMISSIONERS

FOR

REAL, QUEBEC, TORONTO, BELLEVILLE, THREE RIVERS, NORTH
SYDNEY AND PICTOU.

REPORTS OF PORT WARDENS

RTS OF PILOTAGE AUTHORITIES, SHIPPING MASTERS; WRECKS
AND CASUALTIES; LIST OF CERTIFICATES GRANTED
TO MASTERS AND MATES.

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1908

PRINTED BY ORDER OF PARLIAMENT

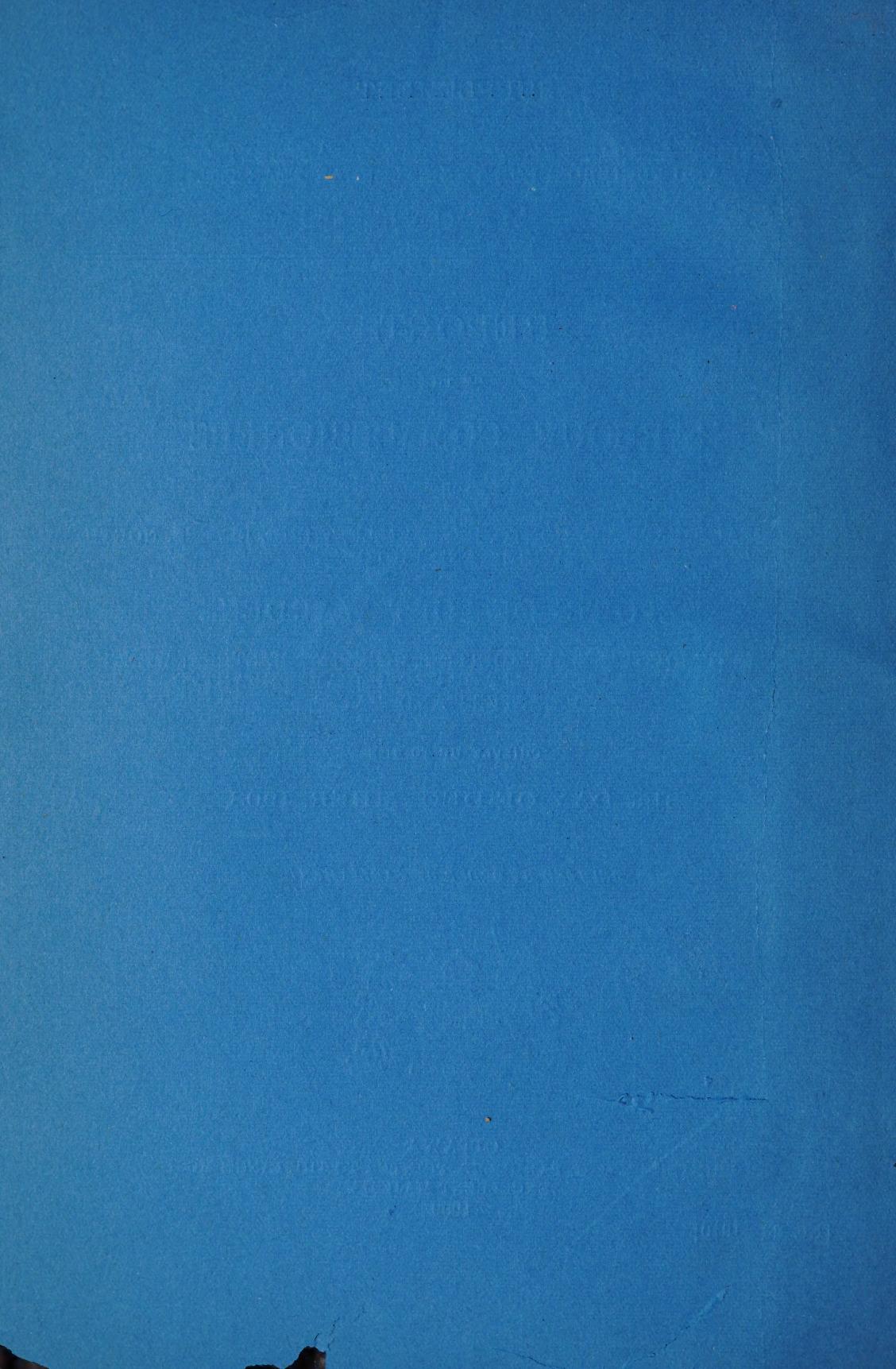


OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1909

-1910]



Government
Publication

9-10 EDWARD VII.

SESSIONAL PAPER No. 23

A. 1910

SUPPLEMENT

TO THE

FORTY-FIRST ANNUAL REPORT OF THE DEPARTMENT OF MARINE
AND FISHERIES FOR THE CALENDAR YEAR 1908.

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OF THE

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[No. 23—1910]



9-10 EDWARD VII.

PROFESSIONAL PAPER No. 23

A. 1910

OTTAWA, July, 1909.

Hon. LOUIS PHILIPPE BRODEUR,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit, herewith, the supplement to the forty-first Annual Report of the Marine branch of the Department of Marine and Fisheries, being for the year 1908 and containing reports of the Harbour Commissioners of Montreal, Quebec, Belleville, Three Rivers, North Sydney and Pictou; reports of port wardens; reports of pilotage authorities; reports of shipping masters; report of wrecks and casualties; list of certificates granted to masters and mates.

I have the honour to be, sir,

Your obedient servant,

G. J. DESBARATS,
Acting Deputy Minister of Marine and Fisheries.

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APPENDIX No. 1.

ANNUAL REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE YEAR ENDING DECEMBER 31, 1908.

COMMISSIONERS.—Major George W. Stephens, President, L. E. Geoffrion, Esq.,
C. C. Ballantyne, Esq.

OFFICERS.—David Seath, secretary-treasurer; F. W. Cowie, B.A.Sc., M. Inst. C.E.,
Chief Engineer; James McShane, harbour master; Capt T. Bourassa, deputy harbour
master; Robert A. Eakin, wharfinger and paymaster.

Hon. L. P. BRODEUR, K.C., M.P.,
Minister of Marine and Fisheries.

SIR,—In submitting the Annual Report, covering work for the year ending December 31, 1908, in the port of Montreal, the Commissioners desire to record their appreciation of the support given by the Minister of Marine and Fisheries, and his co-operation.

They desire, further, to express their thanks for advice and suggestions received from time to time from the board of trade, chambre de Commerce, corn exchange, shipping federation, railways, merchants, ship captains, pilots, cartage companies, stevedores, longshoremen whose valuable experience and co-operation do much to make the administration of harbour business efficient and satisfactory.

The season of 1908 will be remembered chiefly by the marked depression in trade throughout the commercial world, following upon the financial crisis in the United States, from which Canada was not allowed to escape. Business conditions throughout the year were not expected to yield satisfactory results. It is the more gratifying, therefore, to be able to record the steady progress of the port of Montreal. The tonnage volume for 1908 exceeds that for 1907, which was the largest in the port's history.

Safety of St. Lawrence Ship Channel.—This result is mainly attributable to the large quantities of grain attracted to the St. Lawrence route on account of its safety, and the increased facilities within the port for the rapid and economical handling of cargo. What the improvements to the St. Lawrence ship channel, in the last five years, mean may be inferred from the record of depth for the past season, one of the driest in a quarter of a century.

Depth of St. Lawrence ship channel during season of navigation:—

	Ft.	Ins.
May.....	41	0
June.....	37	6
July.....	34	0
August.....	32	0
September.....	31	1
October.....	31	0
November.....	30	5

That there should be an average depth of 40 feet of water in the St. Lawrence ship channel during the month of May, 37 feet during June, 34 feet during July

gives a low water depth for the first half of our season of 34 feet. From August to November the depth varies from 32 feet to 30 feet 5 inches, thus a clear low water depth of 30 feet is now maintained in the St. Lawrence ship channel during the entire season, and 34 feet during the first half. These are facts of no mean significance.

Despatch in the handling of cargoes in the port of Montreal.—It has been the aim of the Commissioners to supplement the great work of the Marine and Fisheries Department, in giving to Canada a safe, well buoyed and well lighted channel from the ocean to Montreal, by creating within the port itself, conditions tending toward despatch and economy in the handling of cargoes.

What has been accomplished during the past season toward this end can be inferred from the following instances of rapid loading and discharge selected at random:—

The Canadian Pacific SS. liner *Mount Royal* discharged 4,250 tons inward and took on 9,500 tons outward, general cargo, in 53 hours.

The Allan liner *Hesperian* has been loaded and unloaded in 40 hours.

The average time taken in European ports to load and discharge 10,000 tons is 14 days. The port of Montreal handled 13,700 tons in less than three days.

Economy in the handling of cargoes in the port of Montreal.—During the year 1908 the handling cost on every ton of through freight in and out has been reduced by 22 cents per ton. The saving thus effected has amounted in a single season to over \$90,000.

As this reduction affects imports and exports to and from all parts of Canada, this affords a striking example of the national character of the port, the administration and development of which ought to concern every Canadian. ‘Safety,’ ‘economy’ and ‘despatch’ constitute the working mottoes of the port, and will not fail to attract, ere long, a large increase of business.

During the year, large constructional works have been brought to a close, as will be seen from the detailed reports that follow. The port of Montreal will, therefore, at the opening of 1909 be better equipped than ever in its history to cope with the problems of increasing trade.

Notwithstanding this fact, the Commissioners feel that the responsibilities of the future are of a national character and must be met in a broad national spirit.

Great works must be undertaken, facilities must be created and money wisely spent to meet the demands of Canada’s increasing business. The St. Lawrence waterway must be made the great imperial highway of commerce on the North American continent.

Inspection of the port by His Excellency Lord Grey.—Early in the year, His Excellency expressed a wish to see what was going on in the port. A date for the inspection was accordingly arranged and a representative party of business men was invited to meet the Governor General. The Minister of Marine and Fisheries kindly placed the SS. *Lady Grey* at the Commissioners disposal and the party was entertained at luncheon on board.

His Excellency showed the keenest interest in the development work in progress and was kind enough to express his approval of the efforts being made to prepare the port for the proud destiny awaiting it. His Excellency was attended by Sir Hanbury Williams and Capt. Newton, A.D.C. Those who joined the Governor General’s party were:—

Sir Thos. Shaughnessy, Chas. M. Hays, Hugh Allan, T. J. Drummond, I. Précfontaine, Frank W. Morse, A. Chouillou, Jos. Quintal, S. W. Ewing and the Commissioners.

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Entertainment of Distinguished Visitors.—Among the distinguished imperial guests which the Commissioners had the honour of entertaining during the year was Viscount Milner, G.C.B., K.C.B., G.C.M.G., Hon. D.C.L. (Oxon).

During the year the Commissioners also had the honour of entertaining:—

The Association of Canadian Municipalities,

The Dominion of Canada Manufacturers' Association, during their conventions held in the city.

A representative gathering of citizens was also entertained at luncheon at the driving of the last rivet in the new steel sheds by the Hon. L. P. Brodeur.

These different functions afforded rare opportunities of impressing the business men of Canada with the magnitude of the work entailed in the building of a great port, and the vital importance of the port's efficiency to the business of the country.

European trip of the President and Chief Engineer.—In view of the large and important port extensions contemplated, it was thought wise that both knowledge and facts should be collected at first hand as to the experience of other ports before undertaking development work at home.

For this purpose the president, Major G. W. Stephens, Chief Engineer F. W. Cowie, and Private Secretary M. P. Fennell, jr., were deputed to visit British and continental ports and study on the spot their administration and constructional methods.

On January 8, 1908, therefore, the harbour representatives started on their trip abroad. Four months were given to this work, during which the following ports were visited:—Antwerp, Bristol, Cardiff, Glasgow, Hamburg, Havre, Liverpool, London, Manchester, Marseille, Newcastle-on-Tyne.

At the instance of the Hon. the Minister of Marine and Fisheries letters of introduction were furnished through the courtesy of the Right Hon. Lord Strathcona, High Commissioner for Canada in London, to all the chief port authorities. A mass of valuable information has been collected and printed in a special report, comprising an intimate study of port conditions abroad, with special reference to the development of the port of Montreal and Canadian transportation. From an engineering standpoint the experience obtained was of marked value to Mr. F. W. Cowie, particularly in connection with the new development plans, upon which he is now concentrating his attention.

From a commercial point of view also, its importance must not be overlooked. This trip has laid the foundation for opening up new avenues of trade between the great world ports of Europe and the port of Montreal. A business connection has been firmly established, which, when the port facilities at Montreal are created to take care of the increased tonnage, will bring new ships and new trade to the St. Lawrence.

The experience of this trip has further convinced the Commissioners that Montreal's strategic trade position justifies the immediate adoption of a well defined scheme of port extension.

Commissioners' western trip.—Taking advantage of an invitation extended the Commissioners by Mr. Frank W. Morse, vice-president and general manager of the Grand Trunk Pacific Railway, Mr. Stephens and Mr. Ballantyne went west to visit Canadian and American exporters. For this purpose, Chicago, Minneapolis, Duluth, Winnipeg, Fort William and Port Arthur were inspected. Through the courtesy of Mr. Morse every facility was afforded of examining the grain-handling facilities of the west. Exporters were pleased at the improvements installed at the port of Montreal and stated that the Canadian route was fast becoming the favourite.

The lessons of this trip again emphasize the necessity of immediately preparing the port of Montreal for the enormous trade development in the west.

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Report of R. C. H. Davison, C.E.—It may be recalled that one of the first actions of the Commissioners, on assuming office in 1907, was the engagement of a specialist to study the port of Montreal at work and report to the Commissioners as to the best method of development. Mr. R. C. H. Davison, of London, England, one of the three experts appointed by the British parliament to report on British ports and waterways, accordingly spent the months of June, July and August, 1907, in Montreal. He has submitted an exhaustive scheme of port development, which will be made public as soon as the scheme now being prepared by Mr. F. W. Cowie has been completed.

The two suggested schemes, prepared entirely separately, will be considered on their merits. The Commissioners trust this may be the basis of laying down the lines to be followed in the great work of the future. It is hoped by concentration on a definite scheme of progressive development, an economic whole may be created without increasing the annual capital expenditure on harbour works, and in such a way that the natural increase in business will automatically provide the revenue required to meet increased interest charges.

Administration.—The accounting and transaction of general business has been faithfully and efficiently carried out.

The summarized statement of operations for the year, prepared by the secretary-treasurer and verified by the auditors appears in the annual reports.

Audit.—The books of the Commission have been regularly checked during the year by Messrs. Riddell, Stead, Graham & Hutchison, chartered accountants, whose certificate appears later on.

R. A. Eakin, Paymaster.—During the year the paymaster's department has been thoroughly inspected by the auditors at regular intervals as an additional caution against mistakes. It is a pleasure to record the perfect working of this most important branch, under the most careful outside supervision.

Stock keeping.—A new system of stock keeping has been put into force, enabling the purchasing department to know at any minute the actual quantities of all the different stocks on hand at the Commissioners' different stores and shops in the harbour.

M. P. Fennel, jr., departmental reports.—Weekly and monthly reports, on a comparative basis, come from every department to Commissioners throughout the year, and enable a close scrutiny to be made of the work and expenditure at all times.

Traffic department, Mr. J. Vaughan, superintendent.—This department, now in its second year, controls the movement of cars belonging to all railroads, while on the wharf terminals, it having taken over the handling of rail traffic in May, 1907. The first season's work, in which 70,000 cars were received and despatched, was carried on with equipment rented from the railways. This year, however, the Commissioners own their own locomotives and are doing the work with their own equipment.

The importance of efficiency in this department can hardly be overestimated, for through its agency the despatch of the port is largely established. The work done during the year has been a credit to the superintendent, Mr. Vaughan and his assistants. The number of cars handled during 1908 was less than the number handled in 1907, but it is worth recording that the number of cars loaded and discharged direct into the sheds or ships during 1908 exceeded the previous year by 10,990. This means that the railways are now able to load and discharge without the necessity of intermediary handling and at a very considerable reduction of cost, on every ton of freight using the railways, through the port of Montreal. This puts the port into a position where it can take care of rail hauled freight at one-half the cost heretofore.

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Purchasing department, L. H. A. Archambault, purchasing agent.—This department is now fully organized under the immediate direction of Mr. Archambault, whose work has been both thorough and conscientious. All purchases are carried out on a systematic business basis, and considerable saving in money has been the result.

Grain Elevator, J. Nehin, superintendent.—The season of 1908 has tested the stability of the elevator to its utmost and established its utility beyond question. Early in 1907 reports were circulated to the effect that the Harbour Commissioners' elevator was unsafe. These reports were absolutely unfounded. They had for effect the turning away of not a little trade, and they furnished those jealous of the port's progress grounds for satisfaction. Rival ports were pleased to learn of Montreal's misfortune, in which they took much consolation. To satisfy and convince the incredulous that such reports could only emanate from malicious minds or from gross ignorance, the Commissioners had a careful examination made by Mr. Arthur St. Laurent, of the Public Works Department, whose findings were published with last year's report, completely refuting the wild statements made.

Throughout the season this elevator has been worked to its full capacity with the result that Mr. St. Laurent's statements have been thoroughly vindicated.

During 1907 the elevator handled	1,078,289 bushels.
During 1908 the elevator handled	8,661,350 "
Increase, 1908	7,583,061 "

These figures need no comment.

To cope with the increased demand for space it has been necessary to double the staff and to provide a day and night shift. While this has temporarily met the situation, there is still need of increased loading facilities and storage space. Both problems are receiving the attention of the Commissioners at the present time.

New grain conveyor system.—During the year also the entire system of grain conveyors has been erected and equipped. These galleries connect the elevator directly with 10 of the new steel sheds so that grain may now be delivered to the ships at their own berths, day or night, without interfering with the loading or unloading of general cargo.

Thus four ships may be loaded at once at the rate of 15,000 bushels per hour or at the total rate of 60,000 bushels per hour. This gives the port of Montreal the largest and most complete system of grain conveyors in the world. To realize the full efficiency of this splendid installation, and to accommodate the rapidly increasing grain trade, to advantage, more storage capacity is needed. Further facilities must also be provided to prevent the detention in the port of lake vessels coming to load.

St. Lawrence Route and Montreal now the favourite grain route of America.—The St. Lawrence route was more than ever popular with grain exporters during the past season. No less than 20 full cargoes of wheat left the port of Montreal for Russian and Mediterranean ports. Most of this wheat was American grown and sold on the New York and Chicago corn exchanges. That this large amount of ocean freight should be lost to British shipping, simply because of more advantageous insurance rates issued to Norwegian and Swedish ships trading in the St. Lawrence ought to attract the attention of British ship owners.

Now that the St. Lawrence river from the ocean to Montreal is acknowledged to be the best lighted and buoyed ship channel in the world, there is no reason why British shipping should be discriminated against.

This trade in full cargoes from the port of Montreal is likely to assume large proportions in the early future and will be entirely lost to British ships unless a remedy is applied that will effectively change marine insurance conditions.

Scavenging and wharf cleaning department. *J. P. Garnon, Supt.; W. J. Porteous, Gen. Foreman.*—This department is now fully organized and equipped on a satisfactory basis. The Commissioners are able to announce the carrying on of this year's work at a saving of \$10,000 over last year, and the work has been thoroughly done in a creditable manner.

Life saving department.—The work done during the past season has again become very effective. Ladders, ropes, poles and life buoys have been distributed at convenient points, danger signs placed at places particularly exposed and the worst spots carefully guarded.

There have been in commission during the year: 122 life buoys; 122 life buoy poles, with crescent hook at end; 375 life ladders, and the entire equipment inspected regularly every week.

Drowning accidents from the wharf for the past two years have been as follows:—

1907.....	.....	None
1908.....	.....	5

Fire protection.—This important branch has received careful consideration. Extra hydrants and hose reels have been placed on all the piers, painted a distinct colour and marked at night by red lights.

Several fires occurred during the season, the fire tug *St. Peter* doing excellent service in aiding in their extinction. The need, however, of a more powerful fire boat is one of the most pressing in the harbour to-day.

By its charter the corporation of the city of Montreal is both the fire and police authority of the port. The duty, therefore, is upon the city to provide adequate protection to the millions of dollars worth of merchandise warehoused on the docks from time to time.

Conferences have been held with the city authorities with this end in view, and the Commissioners believe that some satisfactory solution will soon be arrived at.

W. R. Lunan, saw-mill.—The Commissioners are able to record another satisfactory business year for this department. There has been saved, under the new system, compared with the old, \$8,532.81.

Winter use of permanent sheds and grain elevator.—During the winter months several of the large new sheds were used for distributing freight. Their position in the heart of the city and their accessibility both to the railways and cartage companies ought to make them a popular and economic warehousing centre. The grain elevator was also placed at the disposal of the grain trade for local distribution. Thus, a beginning has been made tending to make the permanent equipment of the port available the whole year round.

Marine insurance rates.—The steady reduction in the number of accidents, year by year in the St. Lawrence, due to the improvement in the channel, its buoying and lighting with the most modern aids to navigation, is bound, in the near future, to have a decided bearing upon the present high rates of insurance on hulls and cargoes.

The Norwegian and Swedish Lloyds in lowering their rates in keeping with the improvements carried out in the St. Lawrence, has had for effect a large and direct loss to British shipping. For example, there were exported through the port of Montreal from May 1 to December 31, 1908, twenty full cargoes of wheat. Not a single bushel of this wheat was carried in British bottoms, although British ports were full of idle ships that could not find cargoes at other ports.

Lower insurance rates, effective on Norwegian and Swedish shipping, diverted this whole business to a foreign flag, and this business is only commencing.

Dry Dock Accommodation.—One of the necessary guarantees for the reduction of insurance rates is the acquisition of dry dock facilities. There is but one small

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graving dock on the St. Lawrence, at Point Lévis. While this dock has done good service, its dimensions are not such as to accommodate ships now visiting the St. Lawrence. Besides, the ocean tonnage has so rapidly increased as to make necessary two modern dry docks available.

The Commissioners hope to supply at least one of these at an early date.

Night navigation.—Again the improvements to the St. Lawrence ship channel have proven the wisdom that prompted their achievement. By day large distinguishable buoys of the most modern type mark the channel on either side. By night an avenue of brilliant flashing lights show its boundaries.

Ten years ago not a captain on the river believed in 'night navigation,' to-day every captain on the river is praising the facilities with which the river may be navigated by night.

This has added the equivalent of 70 days to the season of navigation, or secured for the ships one-third more time to do their business in.

The growing passenger business.—Canadian passenger business for 1907 amounted to:—

First class	16,743
Second class	65,858
Third class	199,446
	—————
	282,047

New trade.—Early in January, 1908, the attention of the Commissioners was attracted to the possibility of developing trade in nitrates from South America destined for points in the western states. The trade, which runs into considerable figures, is being carried on through South Atlantic ports on the American coast, and thence by rail to ports on the great lakes.

It seemed that the St. Lawrence river to Montreal and Canada's deep inland water connections with interior points offered an all water route from South America to Cleveland, with only one transhipment in the entire distance of 10,500 miles at Montreal.

Two trial cargoes of 6,000 tons each were sent via the St. Lawrence and Montreal, which the Commissioners hope will lead to further large consignments being made, and this is only the beginning.

Harbour master's department, James McShane, harbour master; T. Bourassa, deputy.—Year by year the worth of this department grows in importance and responsibility. The Commissioners are glad to report increased vigilance and attention under this head.

ENGINEERING.

Appointment of Mr. F. W. Cowie as Chief Engineer.—Early in 1907 Mr. John Kennedy resigned as chief engineer and became consulting engineer to the Commissioners. By the courtesy of the Marine and Fisheries Department, Mr. F. W. Cowie, superintending engineer of the ship channel, took over the duties relinquished by Mr. Kennedy. The growing responsibilities of the port's development, however, demanded his entire attention, and on the 1st of July, 1908, Mr. F. W. Cowie was appointed to the position of chief engineer of the port of Montreal.

Work Completed in 1908 by Engineering Department.

1. The 14 double deck steel and concrete freight sheds, with a floor space of over $1\frac{1}{4}$ million square feet, and a weekly handling capacity of 150,000 tons were placed at the disposal of merchants and shipping companies.

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2. The grain conveyor system, connecting the elevator with 10 different sheds, was completed and used with satisfactory results by the grain trade.
3. Permanent paving laid throughout the high level portion of the harbour.
4. New macadam roadways from Jacques Cartier pier to Hochelaga.
5. New permanent railway tracks throughout high level harbour.
6. Relaying of railway tracks throughout low level wharfs.
7. New permanent wharf space for the Dominion Coal Company.
8. New water mains laid.

The work of this department during the past year has been a remarkable one, all in addition to the usual dredging and general maintenance work, as will be seen from the detailed reports.

Steel sheds.—By the completion of the sheds, the handling capacity of the central harbour has been doubled. These sheds have been generally in use by the ships during the season. The upper storys, though unequipped as yet with handling machinery, were found to be easily accessible from the ship with the aid of the ship's tackle only. Interior and exterior chutes were devised at small expense for the discharge of merchandise inward.

The last seven sheds were completed by the contractors, Messrs. Peter Lyall & Sons, for which the present Commissioners are responsible, without one dollar of extras.

This is a notable achievement and has been made possible only by the complete harmony existing between the contractors and the department.

Grain conveyors.—The grain conveyor system has been at the disposal of the grain and shipping interests throughout the year. This work has been carried out by the Metcalf Engineering Co., and has also been delivered ahead of contract time and at a saving of \$30,000. The net cost to the Commissioners being just that amount under the lowest bid at the time tenders were called for.

In explanation of the result, the Commissioners desire to say that after calling for tenders it was found that the quotations submitted were based on the high prices then ruling and covered work that was to take two years to complete.

The Commissioners decided, therefore, not to let this work *en bloc*, but to do it in sections and ask for prices for each section as the work progressed. This plan, as before stated, resulted in a saving of \$30,000.

New permanent paving.—The whole of the high level wharfs and piers, except the Bickerdike and Windmill Point piers, have been completely paved with granite and scoria blocks, thus making the approaches to the sheds clean and convenient for passengers and freight.

New macadam.—The entire low level wharf, from Jacques Cartier pier eastward to Hochelaga, has been repaired and new macadam laid where necessary, thus giving to the port of Montreal superior roadways from one end of the harbour to the other.

Permanent relaying of railway tracks.—Concurrently with the permanent paving of the high level wharfs has taken place the readjustment of railroad tracks, so as to give direct communication by rail to all the sheds.

At each shed there now exists 'a double line' of rails on the inner or shore side and, where practicable, a single line has been laid on the water side, giving direct access to and from the ship.

This means that every ton of through freight may now be transhipped direct from ship and shed to cars or vice versa, saving time and expense to all concerned. This has been found especially valuable in connection with the large shipment of perishable freight which formerly had to be handled twice and suffered much longer exposure.

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The work of lining up and reballasting tracks on the low level piers from end to end has also been accomplished, so that the entire track system has been placed in first-class condition.

New water mains and drain.—New water mains and service pipes and drains have been installed in connection with the new sheds, in addition to which a hydrant and drinking trough service has been established on the Bickerdike pier, where large quantities of coal are stored.

This work would have been carried out earlier had the City of Montreal not taken a whole year to grant permission for the necessary connections.

New wharf space.—For the large increasing coal business done by the Dominion Coal Company in the eastern harbour a new permanent wharf built of concrete 575 feet in length, has been completed at sections 36 and 37.

The large concrete pier, built by the Department of Public Works, was transferred to the Harbour Commissioners by the Department of Marine and Fisheries.

This pier has an area of 251,600 square feet, is high level and will surely afford splendid facilities for the economic handling of certain classes of trade, and when fully equipped will furnish additional berth space to six ships.

New equipment.—Three engines were purchased during the year from the Kingston Locomotive Works for use by the traffic department, and have given entire satisfaction.

The large 75-ton floating crane, ordered from Messrs. Vickers Sons & Maxim, which was to have been delivered in July, 1908, was unfortunately delayed by strikes in the ship-building industry in England. Delivery will, however, be made early in 1909. It is hoped that this crane will now put Montreal in a position to handle all classes of heavy freight hitherto diverted from the port through lack of handling facilities.

Electric transporters.—Two electric transporters for the upper storeys of the sheds have been ordered, one from Messrs. Stothert & Pitt, of Bath, and one from Messrs. Appleby & Co., of London, England. They will be installed in February, ready for service during the season of 1909.

The Press.—The Commissioners are grateful to the Canadian press for their valued criticism and support, also for drawing the attention of the Canadian people to their great national inheritance.

The staff.—The review of the work done during the past season would not be complete without recording a sincere expression of appreciation of the manner in which the many difficult problems have been solved and the general maintenance work carried out by the staffs of the different departments.

This splendid force is gradually being prepared for the great work of the future to which an enthusiastic and hearty co-operation must be given.

THE PRESENT.

Study of port conditions elsewhere has revealed the fact that Canada has the unique opportunity of creating a great world port at Montreal with a much smaller capital outlay than is possible at any other port on the North American continent.

The port of Montreal is the only port in North America giving access simultaneously to a channel for ocean vessels of 16,000 tons and inland coasting vessels carrying 2,000 tons of cargo.

The port of Montreal is the meeting point of ocean and inland trade, 1,000 miles from the sea, with deep water inland navigation for 1,500 miles further, into the heart of North America.

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The port of Montreal is accessible to all railroads on the same terms where transhipment is made direct from the ship to car or vice versa.

The port of Montreal is now handling a greater volume of business per month than any other North American port except New York.

The tonnage of the port has doubled in five years.

More passengers were carried to Canadian ports via Canadian and British ships during 1907 than to all American ports combined, except New York.

Those nations which have forestalled large trade increases by generous development of their strategic sea terminals have become the commercially powerful nations of the world.

British and European ports have been developed at enormous capital cost owing to national difficulties of situation, &c.

American ports with which the port of Montreal is in actual competition are also being developed at high capital expenditure.

These facts have a serious bearing upon the charges on the business of different ports.

The port of Montreal occupies the unique position of being the only port in North America where the entire foreshore is the property of the nation and can be developed without the expenditure of a farthing for the purchase of land.

It is significant that these rare and most fortunate conditions prevail at the farthest inland deep water point in North America.

THE FUTURE.

The port of Montreal, because of this wonderful inheritance, is destined to become the great transhipping point for ocean-borne freight.

Only the indifference of Canadians to the splendor of their opportunities can prevent this achievement.

Statements such as these cannot be seriously made without a realization of what they mean.

They are made with the full conviction that such a destiny awaits the port of Montreal to reach which requires the combined efforts of all true Canadians.

It is with these thoughts in mind that the Commissioners look forward, ere long, to submitting to their fellow-countrymen a comprehensive scheme of port development on broad national lines that will demand the pride, the support and the confidence of the nation.

Respectfully submitted,

G. W. STEPHENS, *President,*

L. E. GEOFFRION,

C. C. BALLANTYNE,

Commissioners.

REPORT OF THE SECRETARY-TREASURER OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE YEAR ENDED DECEMBER 31, 1908.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, summarized statement of the operations of the corporation for the year ended December 31, 1908.

The harbour revenue was \$386,867.28, a decrease of \$17,407.28 from that of the previous year. The decreases were: wharfages on imports, \$24,973.70; wharfages on exports, \$1,527.03; total decreases, \$26,500.73. The increases were: local wharfages, \$1,899.19; rentals, &c., \$7,194.26; total increases, \$9,093.45, making the net decrease as above.

The revenue from the grain elevator was \$45,351.56, an increase over that of the previous year of \$38,260.93, and the expenditure \$65,104.93.

For seven of the new steel sheds a rental of \$29,500 was received, an increase over that of the previous year of \$14,900.

The receipts for switching cars on the wharfs by the traffic department were \$68,343.45, a decrease of \$3,472.48 from that of the previous year. The Commissioners have, in addition, a claim of \$7,700.50 against one of the railway companies, which is in course of adjustment.

The receipts on revenue account from all sources, as enumerated above, were \$530,062.29, an increase of \$31,401.17 over that of the previous year, and the disbursements on that account were \$651,093.13.

The interest on loans was \$386,131.16, an increase of \$49,853.30 over that of the previous year.

The amount disbursed on capital account was \$1,564,297.88, as follows: New steel sheds, \$779,044.27; harbour improvements, \$452,732.96; grain elevator conveyor equipment, \$199,246.16; new floating crane, \$90,662.17; and locomotives, \$42,612.32.

The following loans on capital account were received from the government:—\$200,000 under the Act 1, Edward VII., chap 9, and \$1,480,000 under the Act 6-7 Edward VII., chap. 30, making a total of \$1,680,000.

The debenture debt of the corporation on December 31, 1908, was \$12,027,000, of which \$1,972,000 is to the public and \$10,055,000 to the Dominion government, upon which the average rate of interest is 3.30 per cent.

I have the honour to be, sir,

Your obedient servant,
DAVID SEATH,
Secretary.

HARBOUR COMMISSIONERS OF MONTREAL

SUMMARIZED STATEMENT of operations for the year 1908.

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Harbour improvements,	190,499 31
Elevator conveyor equipment	199,246 16
New steel sheds	779,044 27
Raising dredge No. 3 (See contra for credit)	24,557 52
Repairing dredge No. 2 "	4,442 48
Disbursements on capital account	1,619,575 11
Disbursements on revenue account	651,693 13
Bank of Montreal, overdraft at 31st Dec., 1907 :	2,270,668 24
Total disbursements.	239,928 64
Less payable 31st Dec., 1908 :	2,570,596 88
Interest accrued and coupons outstanding	\$572,888 13
Outstanding accounts	73,939 63
Less amount deducted in statement of 1907 for interest, &c.	\$646,777 76
Balance at 31st December, 1908 :	301,806 94
Cash on hand.	338,970 82
Bank of Montreal :	2,231,626 06
Coupon account.	185 00
Current account.	31,231 74
Discount on debentures H. & J	\$ 32,902 61
Sundry accounts receivable	12,793 03
Value of materials in stock	145,546 58
	120,323 15
	311,565 37
	2,543,191 43

Verified,

RIDDLELL, STEAD, GRAHAM & HUTCHISON, C.A.,

*Auditors.*DAVID SEATH,
Secretary-Treasurer.

**REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL
FOR THE YEAR 1908.**

OFFICE OF THE HARBOUR MASTER,
December 19, 1908.

DAVID SEATH, Esq.,
Secretary Harbour Commissioners of Montreal.

SIR.—I beg to submit for the information of the Harbour Commissioners of Montreal, the following as my annual report for the year ended December 15, 1908.

Appended hereto will be found six comparative statements, showing respectively for the past ten years:—

(1) The number, tonnage and classification of sea-going vessels that arrived in port.

(2) Those that arrived from the maritime provinces.

(3) Number and tonnage of inland vessels.

(4) The dates of the opening and closing of navigation, &c.

(5) The number and tonnage of vessels belonging to the different nationalities.

(6) The number and tonnage of sea-going and inland vessels.

From these statements it will be seen that 739 sea-going vessels arrived in port during the past season, with a tonnage of 1,958,604 tons, a decrease of three vessels and an increase of 32,618 tons from the previous year.

Of these vessels 711 were built of iron and steel, with a tonnage of 1,955,758 tons, and 28 were built of wood with a tonnage of 2,851 tons.

Of inland vessels there arrived 12,434, with a tonnage of 3,589,424 tons, a decrease of 1,986 vessels and a tonnage of 31,526 tons; making a grand total of vessels of all classes 13,173, and a tonnage of 5,548,028 tons, a decrease of 1,988 vessels of all classes and an increase of 1,092 tons from the previous year.

The whole respectfully submitted, —

Yours truly,
JAMES McSHANE.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port the past ten years, with the dates of the greatest number in Port at one time.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigts.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.	Number in Port at one time.	Date.
1899..	773	1,509,668	.....	7	3,530	3	1,048	18	3,365	801	1,517,611	39	July 29.
1900..	692	1,382,675	.....	2	891	4	875	28	9,415	726	1,393,886	27	June 28.
1901..	707	1,438,081	.....	4	2,240	..	.....	31	12,727	742	1,453,048	25	July 8.
1902..	729	1,531,891	.....	9	4,427	..	.....	20	4,934	758	1,541,272	29	Oct. 9.
1903..	779	1,882,295	1	1,543	2	1,388	..	20	5,678	802	1,890,904	35	June 8.	
1904..	774	1,849,907	..	3	1,144	1	318	18	5,328	796	1,856,697	23	Sept. 10.	
1905..	786	1,918,002	..	4	2,950	..	.....	43	19,104	833	1,940,056	27	Oct. 4.
1906..	787	1,961,859	..	3	1,872	..	.....	30	9,432	820	1,973,223	26	May 28.
1907..	724	1,918,944	..	.....	.....	.....	.....	18	7,042	742	1,925,986	29	" 24.
1908..	714	1,955,932	25	2,672	739	1,958,604	24	June 21.	

JAMES McSHANE,
Harbour Master.

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PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage and Classification of Sea-going Vessels that arrived in Port from the Maritime Provinces, the past ten years.

Years.	Steamships.	Tonnage.	Barques.	Tonnage.	Brigants.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.
1899.....	336	415,825	.....	.....	1	169	7	646	343	416,471
1900.....	279	352,002	.....	1	999	.....	15	2,564	295	354,735
1901.....	282	434,140	1	999	.....	.....	10	991	293	436,130
1902.....	311	466,671	.....	.....	.....	.....	11	2,063	322	468,734
1903.....	303	468,100	.....	.....	.....	.....	15	4,648	318	472,748
1904.....	366	582,819	.....	.....	.....	.....	13	3,238	379	586,057
1905.....	364	580,485	1	626	.....	.....	26	4,116	391	585,227
1906.....	367	588,980	.....	.....	.....	.....	14	3,408	381	592,388
1907.....	343	579,130	.....	.....	.....	.....	18	7,042	361	579,930
1908.....	350	640,244	.....	.....	.....	.....	25	2,672	375	642,916

JAMES McSHANE,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Inland Vessels that arrived in Port the past ten years, with the greatest number in Port at one time.

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1899.....	8,877	1,899,097	216, July 28
1900.....	8,347	1,669,494	219, June 20
1901.....	8,450	1,683,186	167, June 28
1902.....	9,395	1,885,250	209, July 23
1903.....	15,338	2,415,791	225, June 26
1904.....	10,063	2,354,975	180, July 13
1905.....	11,112	2,785,551	175, June 19
1906.....	12,557	3,095,174	124, July 8
1907.....	14,420	3,620,950	105, July 8
1908.....	12,434	3,589,434	104, June 30

JAMES McSHANE,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the dates of the Opening and Closing of Navigation, first arrival from sea, and the last departure for sea, the past ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1899.....	April 24.....	Dec. 30	April 27.....	Nov. 29
1900.....	" 21.....	" 10.....	" 26.....	Dec. 3
1901.....	" 21.....	" 10.....	" 25.....	Nov. 25
1902.....	" 3	" 4.....	" 17.....	Dec. 4
1903.....	" 2.....	" 10.....	" 26.....	Nov. 28
1904.....	" 25.....	" 9.....	May 4.....	" 27
1905.....	" 19.....	" 12.....	" 2.....	" 30
1906.....	" 20.....	" 2.....	April 28.....	Dec. 2
1907.....	" 23.....	" 15	May 2.....	Nov. 29
1908.....	" 22.....	" 10	April 30	" 26

JAMES McSHANE,
Harbour Master.

PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea-going Vessels that arrived in Port during the season of 1908, that were navigated by 39,856 Seamen.

Nationality.	Number of Vessels.	Tonnage.
British.....	522	1,510,509
Norwegian.....	206	430,333
Danish.....	9	15,853
American.....	2	1,909

JAMES McSHANE,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Sea-going and Inland Vessels that arrived in Port the past ten years.

Years.	SEA-GOING.		INLAND.		GRAND TOTAL.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1899.....	801	1,517,611	8,877	1,899,097	9,678	3,416,708
1900.....	726	1,393,886	8,347	1,669,494	9,073	3,063,380
1901.....	742	1,453,048	8,450	1,683,186	9,192	3,136,234
1902.....	758	1,541,272	9,395	1,885,250	10,153	3,426,522
1903.....	802	1,890,904	15,338	2,415,791	16,140	4,306,695
1904.....	796	1,856,697	10,063	2,354,975	10,859	4,211,672
1905.....	833	1,940,056	11,112	2,785,551	11,945	4,725,607
1906.....	820	1,973,223	12,557	3,095,174	13,377	5,068,397
1907.....	742	1,925,986	14,420	3,620,950	15,161	5,546,936
1908.....	739	1,985,604	12,434	3,589,424	13,173	5,548,028

JAMES McSHANE,
Harbour Master.

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REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL FOR THE YEAR 1908.

F. W. COWIE, M., INST., C.E., *Chief Engineer.*

MONTREAL, December 31, 1908.

DAVID SEATH, Esq.,

Secretary, &c.,

Harbour Commissioners of Montreal.

SIR,—I have the honour, by direction, to present the following annual report on the Operations for the Improvement and Maintenance of Montreal Harbour during the year ended December 31, 1908:

INSPECTION, EUROPEAN PORTS AND RIVERS.

By arrangement with the Hon. Minister of Marine and Fisheries, the undersigned as Superintending Engineer of the River St. Lawrence Ship Channel, as well as Chief Engineer, accompanied Major Stephens, President, on an inspection of a number of British and Continental ports early in the season of 1908. Leaving Montreal on January 9, 1908, and after receiving credentials from Lord Strathcona, High Commissioner for Canada, the following places of interest were visited :—

London and the River Thames.

Devonport with its new artificial harbour.

Bristol with its new docks designed largely with a view to Canadian trade.

Cardiff.

Antwerp and the River Scheldt.

Hamburg, the Kiel canal and the River Elbe.

Marseilles.

Le Havre.

Newcastle-on-Tyne.

Glasgow and the River Clyde.

Barrow-in-Furness.

Liverpool and the River Mersey.

Manchester and the Ship Canal.

The return was made, reaching Montreal on April 18, as previously arranged, so as to be in Canada for the opening of navigation on the St. Lawrence.

A joint report was prepared on British and Continental ports, with a view to the development of the Port of Montreal and Canadian Transportation, dated April, 1908, to the Hon. the Minister of Marine and Fisheries.

The result of the inspection and study of the best British and Continental practice proved that Montréal, except for its winter season, would be regarded as an ideal situation for a port from the point of view of European transportation.

The ports visited were found of splendid design and stable construction as compared with the practice in North America. The capital expenditure, however, was found to be quite as much in advance as the symmetry, permanence of construction and port facilities are in advance of our North Atlantic ports.

With regard to the river approaches to the various ports, the River St. Lawrence Ship Channel compares not only favourably but in advance of the improved river channels inspected. The organization for the lighting and maintenance of the St. Lawrence channel, the dredging plant and the size of the channel were found to be quite equal to the best in Europe. Although sixty years ago the designs for the first dredges for deepening Lake St. Peter had to be obtained from the Clyde, it was found that

the latest improved dredges of the St. Lawrence are, both as to efficiency and economy, at least equal to the best dredges now working in Europe.

The permanence of the St. Lawrence channel as compared with European rivers, is a matter for congratulation. The clean water of the St. Lawrence and the stable nature of the river bed results in a permanent channel after once being excavated. In Europe it is only by eternal vigilance that the channels can be kept in good order, the amount of filling in at almost every point on the different coasts being extraordinary.

The value of the trip of inspection cannot help but be of very great importance specially in view of the proposal's for a deeper ship channel and the necessary enlargement of the port of Montreal.

PROPOSED HARBOUR EXTENSION.

On return from the European inspection trip the Harbour Commissioners gave instructions for the preparation of a comprehensive scheme for Harbour Development at Montreal.

The instructions were that, in view of the development of the great natural resources of Canada, the energy of her people and activity in all departments of the government and the great railway corporations in improving their lines of transportation, the Commissioners deemed it necessary that immediate steps be taken to increase the facilities of the port of Montreal, so as to provide for the increased business already in sight and also that further enlargement on symmetrical lines could be added as required.

The main principles of the scheme were to be the economical transfer of goods between the various systems of inland transportation and ocean vessels, and that, by taking advantage of the complete ownership of the water front and position with reference to the canals, railways and important business centres, an economical and convenient port might result.

The plans for the new scheme of extensions have advanced and it is expected that the report will be ready for submission to the Commissioners during the month of May, 1909.

HARBOUR BOUNDARIES.

In connection with the plans for the proposed new extensions it has been considered that one of the first things to do was to provide not only for present but for future conditions. The designs are being made with the idea of taking advantage of the present unique situation at Montreal, where complete control exists over the whole of the water front, and it is hoped that in the future the development will not be retarded by private ownership or encroachment on the necessary space for harbour enlargement.

It is, however, considered that to absolutely control the present situation the harbour boundaries should be immediately extended to include both sides of the river down to the lower end of the Island of Montreal.

Existing ownership or rights would not be interfered with and the main ship channel of the St. Lawrence would be left under the jurisdiction of the Department of Marine and Fisheries.

RIVER ST. LAWRENCE SHIP CHANNEL.

As Winnipeg is the gateway to the great producing areas of the Northwest, so is the St. Lawrence the Canadian portal to the European markets.

The line of route is not only the most direct but, owing to the long stretches of inland navigable waters, it is the cheapest.

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Inland vessels and the northern continental railways, in their race to the sea, reach ocean navigation first at Montreal. With the present St. Lawrence canals, the present railways, the existing facilities at Montreal and the 30-foot ship channel to the sea, the Canadian national route can hold its own with its only dangerous rival, the Buffalo-New York route.

What will happen when the two new transcontinental railways now under construction are completed, when the Georgian Bay or improved St. Lawrence canals are ready for traffic, when ample accommodation is given in Montreal harbour, and when the ship channel has a depth of 35 feet, one can conjecture with satisfaction.

Apart from this the only remaining requirement to place the Canadian route in a position beyond competition, both summer and winter, is a satisfactory winter port, with a railway distance from Montreal comparable in length with the Buffalo-New York lines.

Lord Durham's statement in 1837, to the effect that the state of New York had created her own St. Lawrence, from Buffalo via Albany down the Hudson to the seaboard at New York, and captured the trade which Canada had lost by neglect to improve her waterways, bids fair to be comparatively reversed in the near future.

The time occupied by the large ships to Montreal and Quebec is surprisingly short.

The Allan turbiner *Virginian* holds the record for the upward passage in 9 hours 37 minutes, while the Dominion liner *Ottawa* won by 8 minutes the downward passage in 8 hours 2 minutes.

The passenger and freight type of ship usually makes the upward trip in between 11 and 12 hours, and the downward passage in two hours less.

The thirty-five foot channel was commenced in November, 1907. The completion of the rock work to make 30 feet at low tide at Cap à la Roche, or from 34 to 35 feet at high tide, is expected in about two years. Six or eight years should complete a 35 feet channel from Montreal to tidewater at Cap à la Roche.

It may, therefore, be expected that in ten years or less a channel of 35 feet available depth at low water, will be completed from Montreal to the sea. This would give navigation to Montreal for the largest steamships now afloat.

If the port of Montreal is not to be the weak link connecting the unceasing railway and canal building, from the point of production, with the magnificent St. Lawrence channel, there is no time to be lost.

The depth in the ship channel available for navigation, with the greatest and least depth in each year, from May to November, are given in the following table for the last two years:—

AVERAGE depth for each month in the 30-foot channel. (30 ft. at extreme low water of 1897.)

—	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Highest.	Lowest.
1907.....	37·1	35·9	34·3	32·10	32·4	32·9	33·7	38·3	31·10
1908.....	41·0	37·6	34·0	32·0	31·1	31·0	30·6	42·3	30·5

MARINE SIGNAL SERVICE.

The government marine signal service was in constant operation during the year, and the office in the harbour building provided reports of the movement of vessels to any one concerned.

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This service is very much appreciated by the shipping companies and merchants, and during the foggy weather of last fall proved of inestimable benefit.

Information regarding the ship channel and advice on many questions relating to navigation were constantly required and, by order of the Hon. Minister of Marine and Fisheries, many important visitors were given the information they desired with regard to the progress of the great work of river improvement.

THE STEEL FREIGHT SHEDS.

At the end of 1907 the first group of seven sheds, Nos. 2, 4, 7, 8, 9, 10 and 12 had been completed, or so far advanced as to permit of their being occupied by the steamship companies. The foundations for the second group, Nos. 3, 5 on Alexandra pier; No. 11 on the shore wharf, and Nos. 13, 14 and 15 on Jacques Cartier pier had all been put in and the greater part of the concrete lower floors laid.

During the winter and spring of 1908 the erection of steel sheds was vigorously carried on by the contractors, and as soon as warm weather set in, the laying of concrete floors was resumed.

The progress during the season was so good as to enable the contractors to announce the driving of the last rivet in the structural steel for October 3.

The ceremony took place on the upper floor of shed No. 11, which was suitably arranged for the occasion.

The Commissioners issued invitations to the Hon. the Minister of Marine and Fisheries and to many prominent business men of the city. The driving of the last rivet was performed by the hon. the minister, after which those present were entertained by the Commissioners and shown the working of the grain conveyor system.

In commemoration of this event a bronze tablet was placed on the west end of Shed No. 11, giving the names of the Harbour Commissioners, the engineers and the contractors and the dates of commencement and completion of the steel work.

The finishing up of the sheds was continued and with such success that the whole of the work will be sufficiently completed so that the sheds may be ready for use at the opening of navigation, 1909.

Thus the second group of sheds will be completed before the time expected, and without costing a single dollar for extras.

Full details of the progress are given in Mr. Gagnon's report for 1908, attached hereto.

In spite of the fact that the shipping companies used each of the last group of seven sheds, in every case before the roofs were completed, and the contractors were hampered to no small extent in their work of construction, the programme as arranged will be fully carried out and in advance of the time agreed upon.

Messrs. Peter Lyall & Sons, the general contractors, and all their sub-contractors, have contributed to this record of work done, which is a flattering tribute to their organization and energy in large works of construction.

HARBOUR FREIGHT HANDLING APPLIANCES.

There is nothing so apparent, in connection with the comparative study of the dock systems in Europe and North America as the different methods of handling cargo.

In every British and Continental port a forest of cranes is visible, stretching from end to end of the quays.

In North America the system is ships' tackle and hardworked longshoremen.

There is one condition which partially explains the different systems. The crews of most of the ships trading to North America are engaged for the round voyage to a North Atlantic port and return. A number of men from the crew of a ship are

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always available in a North American port for running the ships' winches. A ship, therefore, having ten winches can, with her own crew, working day and night, do the hoisting at no great cost to the ship.

As, however, time is becoming an essential factor in the closely competing shipping business, as consignees insist on claims for damaged goods and as the various competing ports and transporting routes are being judged on their merits as regards speed, economy and conditions of freight, new methods of handling cargo in Canadian and American ports must be made available. In South America at the government ports of Rio and Buenos Ayres, which are built after the British practice, cranes of the latest type have been everywhere installed. These ports have facilities for the very rapid unloading and loading of ships and, consequently, they are attractive to ship owners, with the result that the country reaps the benefit with the better trans-Atlantic service.

The Montreal harbour sheds were designed with a view to the North American system of freight handling, where dock cranes are unknown. It was expected that the freight would be landed in both the lower and upper storeys of the sheds by ships' tackle, possibly aided by the light shed winches.

The question of handling the goods between the shore and upper stories had been left undecided.

After a consultation between the consulting engineer, the chief engineer of the Harbour Commissioners and Mr. R. C. H. Davison, consulting engineer, of Westminster, London, in 1907, a report was made to the Commissioners with regard to handling the goods to and from the upper stories of the steel sheds.

Approach for carts by roadways and inclined ramps was cited with its high cost of construction and low cost of operation, but increased cost of cartage owing to the ramps.

A system of elevators or lifts at the ends of the sheds, which could convey teams with their loaded wagons between the wharf level and the upper stories, was also reported on with its low capital cost and higher cost of operation.

The third method given was a system of fixed transporters working from the upper stories overhanging railway tracks and wharf, for transporting goods between the upper stories and railway cars or wagons on the wharf level.

In view of the high capital cost and the objection to carting on the ramps, combinations of the latter two methods were given as apparently the best system.

The question of the necessity of dock cranes, however, would not down, even although the sheds had not been designed for, or with sufficient strength for the usual type of swinging crane.

The manufacturers of very successful coal and ore handling plants in the United States were consulted, but a suitable design of a crane which would not require extensive changes to the sheds could not be obtained. The transporter system to be used with 'jack-knife' overhanging booms, such as used for coal and ore, was also found to be unsatisfactory.

When in England, early in 1908, the crane makers were approached and very elaborate designs for cranes were furnished, the adoption of the fast running transporter system, for a dock crane, being considered impracticable.

After many consultations, however, a design was proposed which would not require any extensive changes to the sheds, but which had in view a combination dock and shore, transit shed, transporting crane. Owing to the number of steel columns in the sheds and to the required length of the transporters, it was out of the question to design inside portable machines which could be moved to different points in the sheds to meet the different ships' hatches.

A final design was made of a transporting crane to run across the shed on steel rails and having a cantilever transporting structure sufficiently long to extend over the ship when working on the harbour side and sufficiently long to load either cart or wagon outside the two railway tracks, when overhanging the shore side of the shed.

To overcome the difficulty of reaching the various ships' hatches a turntable was designed for the carriage so that the whole structure could be slewed to an angle of 30° on each side of the normal, for adjustment to different positions over the ship.

The two renowned crane makers of England, Messrs. Applebys, Limited, of London and Glasgow, and Messrs, Stothert & Pitt, of Bath, were therefore asked to submit details and prices for trial electric transporting cranes of the above type, for the handling of 2-ton packages.

The tenders were received in July, 1908, and after modifications, a contract was given to each of the above firms to furnish a trial transporter to be ready for the opening of navigation of 1909.

Good progress has been made and the installation of these trial machines is being looked forward to with great interest.

If they are successful, as expected, four of these machines to each shed would, it is expected, handle rapidly and economically all the cargoes which should pass through the upper floors of the very excellent type of Montreal harbour sheds.

One elevator or hoist for each shed has also been recommended so that light packages of dairy produce from the city warehouses could be successfully handled in the upper stories.

It may be remarked that frequently ships come into port with 9,000 tons of cargo.

During the unloading outward cargo to be shipped is also arriving, so that the necessity of facilities for handling freight with despatch is obvious.

GRAIN ELEVATOR NO. 1.

The Harbour Commissioners' elevator is of the marine type and designed to hold about 1,000,000 bushels of grain. The bins are of steel, built in circular style with interspaces also constructed to be used for storage purposes. There are three different sizes of bins with a storage capacity of 20,000, 7,000 and 3,000 bushels each.

The elevator is a fire proof structure and capable of receiving grain from vessels or railway cars. Shipping may be done by water, rail or in bags.

The elevator was completed in 1904.

The following table gives the records of the operations of the grain elevator and the revenues received since the house was put in commission :—

Year.	Bushels Elevated.	Revenues from all Sources.
1904	565,355	\$ 1,265 54
1905	4,356,568	12,423 53
1906	944,321	7,130 76
1907	1,078,289	7,940 63
1908	8,661,350	43,946 73

The position chosen for this elevator had in view the supplying of grain to the different ships in the central part of the harbour without moving or otherwise interfering with their regular discharging or loading operations.

The conveyor system built in connection with the steel freight sheds, was put into operation during the season of 1908 for the first time. It was owing to this conveyor system being available that the great increase in business in the Harbour Elevator is reported for this year.

The elevator was loaded during the season to within 75 per cent of its full capacity.

No damage whatever is reported as the result of the dynamite explosion of November 8, 1908, beyond the breaking of windows.

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The serious break in the Cornwall canal in June stopped receipts of grain at Montreal for two or three weeks and reduced the year's quantity.

The appended report of Mr. Jere Nehin, Superintendent, gives the operations of the elevator for the year.

THE GRAIN CONVEYOR SYSTEM.

In the last annual report a description of the Conveyor System for the Harbour Commissioners' Elevator was given.

A belt conveying system, having over 6,000 lineal ft. of fire proof galleries, and containing four miles of rubber belting, extends from the elevator to ten steamship berths in the central part of the harbour.

Four belts start from the elevator, two in each direction. They may all be run together. Eight towers elevate the grain and operate the various belts.

The grain is readily spouted from the galleries containing the belts into the holds of the largest vessels lying at their docks. Grain can be delivered to any four vessels at one time, each at the rate of 15,000 bushels per hour, or a total of 60,000 bushels per hour. All the machinery is driven by electric motors.

The tenders received for the installation of the machinery equipment having been found too high, the Harbour Commissioners, on July 12, 1907, undertook to construct the work direct through the expert services of the Metcalf Engineering, Limited.

It was planned to have the system ready for operation to three steamship berths by the opening of navigation of 1908, and to the others as early as possible during the season.

Grain was actually delivered to the various berths for the first time, on the following dates :—

- No. 9, May 16, 1908.
- Nos. 4 and 7, May 23, 1908.
- Nos. 8 and 10, July, 10, 1908.
- No. 2, July, 15, 1908.
- Nos. 3 and 5, September 28, 1908.
- No. 6, October 7, 1908.
- No. 11, October 15, 1908.

The installation of the machinery equipment so promptly, and the perfect manner of its operation when completed, reflect great credit on Messrs. the Metcalf Engineering, Limited.

Although the system was not in full operation during the season the total quantity operated on the belts of the conveyors during the season of 1908, amounted to almost seven million bushels.

The advantages of this system are so apparent that it is under consideration to extend the system to the Jacques Cartier pier and so make it possible that any vessel at any of the 14 steel freight sheds, may receive grain direct from the elevator without moving.

ELECTRICAL EQUIPMENT OF GRAIN ELEVATOR AND CONVEYOR SYSTEM.

The following is a detailed description of the electrical machinery in the elevator and conveyors, from the point where the power is received at the transformer house to its distribution throughout the entire system, from information supplied by Mr. Ernest Salter, (electrician):—

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Machinery in Elevator.

The electric motors in the elevator itself are all Canadian General Electric make, and total thirteen with a capacity of 925 h.p., divided as follows:—

4	loft leg motors, 3-phase, 63 c., 550 V., 150 h.p.	600 h.p.
1	marine leg motor, 3-phase, 63 c. "0 V., 100 h.p.	100 "
1	conveyor motor, 3-phase, 63 c., 550 V., 50 h.p.	50 "
1	car shovel motor, 3-phase, 63 c., 550 V., 50 h.p.	50 "
1	car puller, motor, 3-phase, 63 c., 550 V., 50 h.p.	50 "
2	cleaner motors, 3-phase, 63 c., 550 V., 15 h.p.	30 "
1	dust fan motor, 3-phase, 63 c., 55 V., 20 h.p.	20 "
1	pump motor, 3-phase, 63 c., 550 V., 10 h.p.	10 "
1	hoist motor, 3-phase, 63 c., 550 V., 15 h.p.	15 "
<hr/>		
13		925 "

These machines are all operated entirely from the switchboard room, that is, the operator controls the starting and stopping of the individual machines by a series of 3-phase double throw starting switches from the low tension switchboard and by a special arrangement of signals starts or stops them as required.

Supplying power to these motors are two Canadian General Electric transformers, 2,200 volts, single-phase of 375 K.W. capacity each, self-cooled, oil insulated with corrugated tanks, which receive the power at 2,200 volts and transform it down* to 575 volts for the many motors.

Conveyor Galleries.

The motors in the towers, operating the conveyor belts in the various galleries, are all of the Allis-Chalmers-Bullock manufacture, and are of a similar type of induction motor to those of the Canadian General Electric in the elevator, and total 22, with a capacity of 1,390 h.p. divided up as follows:—

12	conveyor motors, 3-phase, 63 c., 550 V., 60 h.p.	720 h.p.
4	conveyor motors, 3-phase, 63 c., 550 V., 50 h.p.	200 "
2	conveyor and elevating motors, 3-phase, 63 c., 550 V., 85 h.p.	179 "
4	conveyor motors, 3-phase, 63 c., 550 V., 75 h.p.	300 "
<hr/>		
22		1,390 "

These machines are controlled from the switchboard room in the elevator, by automatic circuit breakers, but in addition to this the main leads are run to large distributing panels and from these the several circuits in each tower are supplied. Connected to each motor is a starting compensator used for controlling the respective machines.

Supplying power to these motors are three Allis-Chambers-Bullock transformers, 2,200 volts, single-phase, of 300 K.W. capacity each, also self-cooled, oil insulated with corrugated tanks. They also receive the power at 2,200 volts and transform it down to 575 volts for their part of the system.

The Transformer House.

The transformer house, situated at the northeast side of the elevator, receives the power from the lines of the Montreal Light, Heat and Power Company, at a pressure of 2,200 volts, 3-phase, 63 cycles, alternating current, and is controlled by the high tension switchboard, and from there distributed to the several transformer tanks for power, lighting and signals.

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Lighting System.

The lighting is done entirely by the incandescent lamps, using 110 volts, parallel for the elevator, and 440 volts series for the galleries. The incandescent lamps are better adapted for this purpose than arc lamps would be, as there is less danger of igniting the dust.

Telephone Installation.

There is installed a complete private telephone system for the elevator and conveyor galleries by which inter-communication can be quickly and conveniently carried on. This telephone system as well as the signal and emergency are all connected with the switchboard room and enable the operator to keep constantly in touch with the different parts of the plant.

Signal System.

The signal system is perhaps one of the most useful parts of the system for it is so arranged that the attendants in different parts of the plant have, through the use of specially designed lamps, a complete understanding with one another with regard to feeding and discharging grain over the belts.

The Emergency System.

Closely in touch and of equal importance is the emergency system by which the machinery running the belts can be quickly shut down in case of need, such as grain choking the spouts or the breaking of any part of the machinery.

It is at once clearly seen that while this plant extends over a large area, it is well controlled and at all times connected with the main station.

WHARF ACCOMMODATION.

The extent of the wharfs at the end of 1908 is as follows:—

For 30 ft. draught and over	16,871	lin. ft. or	3,196	miles.
" 25 " to 27½ ft. draught	19,444	" "	3,682	"
Total deep draught	36,315	" "	6,878	"
For 20 ft. and under	3,137	" "	0.594	"
Total wharfage at end of 1908	39,452	" "	7,472	"

CEMENT WHARF AT LONGUE POINTE.

One of the growing industries in the vicinity of the eastern section of the harbour is the manufacture of cement.

The Vulcan Portland Cement Co. have organized their large manufacturing establishment, a realization of the extent of the manufacture being the stock house. This reinforced concrete building has walls 35 ft. high, from the foundations, and a length of 330 ft. and width of 100 ft. It can conveniently store 300,000 barrels of cement.

Although good railway facilities are given for shipping by rail the company desire a good connection with the harbour for the receipt of coal, gypsum, sand, &c., and for shipping large quantities of cement.

Application has been made to the Commissioners and it is expected that early in 1909, the Commissioners will build a wharf 450 ft. long, of timber sub-structure with concrete quay walls, the company guaranteeing the interest on the cost.

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FLOATING CRANE.

Frequent representations have been made to the Commissioners by shipping companies and merchants, that several important lines of freight, such as heavy steel, machinery, boilers, &c., have to be raised by vessels coming to Montreal, because they cannot be unloaded or handled in the harbour.

This is not only a disadvantage to the port, but to industries in the district requiring special heavy packages.

As announced in the last annual report, the Commissioners decided to equip the harbour with a modern floating crane.

A contract was entered into with the well-known firm, Messrs, Vickers, Sons & Maxim, Limited, of London, England, for the construction at their works at Barrow-in-Furness of the hull and structure, to be completed and delivered to the Commissioners at Montreal, in 1908.

The features of the crane are as follows:—

Length, 200 ft.

Breadth, moulded, 43 ft.

Hull, steel, non-propelling.

Vertical boiler.

Capacity of crane:—

at 11 ft. radius, 75 tons.

“ 66 “ 60 “

“ 72 “ 10 “

Height of lift above water, 100 ft.

Jib to slew 360°.

In addition to the crane a self-contained portable grain elevator is supplied, to be handled when required by the crane.

The elevator leg is 75 ft. long and is driven by electric power generated on the vessel. Its capacity is 2,800 bushels per hour.

This would be particularly valuable in case of a wreck in the upper river.

The 360° crane will swing easily with heavy loads, and having the high overhang and powerful lifting structure, as developed after long experience in Great Britain, the type should be well suited for the requirements of the port.

Owing to the great strike in England in 1908 the construction of the derrick structure was delayed.

When completed she left Barrow-in-Furness in charge of the tug *Oceana*, to be towed across the Atlantic. When well into the open ocean heavy weather was experienced and the tug abandoned the crane and ran for shelter for a port on the north of Ireland, leaving the crane to its fate.

The barge was picked up by two steam trawlers hailing from Grimsby and safely towed to Stornoway. It is understood that salvage was awarded to the amount of £5,250. The floating crane was towed to Barrow-in-Furness and laid up in dock for the winter, to be overhauled and forwarded at the opening of navigation of 1909.

FIRE TUG.

The Harbour Commissioners' fire tug *St. Peter* was maintained constantly during the season of 1908 and available day and night for fire purposes.

The tug was always kept in the central part of the harbour, with a night crew aboard and at a night station close to the telephone in the Harbour's Commissioners' shop at the Mackay pier.

The record of the fires to which tug responded included the following:—

May 22.—Fire in sulphur in hold of C.P.R. SS. *Montrose*.

July 14.—Fire in a pile of sulphur in bags on the Windmill Point wharf, Sec. 9-10.

July 16.—Fire in the same pile of sulphur bags as July 14.

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August 21.—Fire in wooden vacant sheds near the upper end of the Windmill Point basin.

October 16.—Fire in a derrick scow belonging to Messrs. P. Lyall & Sons.

Very excellent service was given by this vessel, although as a fire fighting apparatus this fire tug is in no way modern.

The cost of maintaining the tugs as a fire boat during the season amounted to \$8,093.42, and the tug being maintained in the central part of the harbour, she was of very little other use.

DRY DOCK.

During the inspection of European ports, a close study was made of the dry dock systems as operated in the ports of Great Britain and the Continent.

It was found that in many ports only graving docks of masonry or concrete were used, and in other equally up-to-date harbours steel floating docks were the rule.

The graving docks took about four years to build while the floating docks were built, as a rule, in less than half that time. The cost of the masonry docks were about double that of their competitors in steel.

Several conferences were held with floating dock contractors. The questions to be considered in view of the use of that type in the St. Lawrence, were the following :—

1. Site.

2. Adaptability to winter conditions.

3. Possibility of towing a dock of this type from one point to another in the St. Lawrence, as required for use.

It was considered that in the case of a floating dock proposition the following features would be fundamental :—

(a) Dock to lift 25,000 tons, 3 sections, bolted, self-docking type, 600 ft. long by 130 ft. wide.

(b) A still water protected basin 1,000 ft. long, 200 ft. wide and 50 ft. deep, would be necessary.

(c) In order to make secure, either for docking or free, during the winter, certain extra appliances would be necessary.

(d) If well protected from the winter ice floods, a dock of this type would not have the disadvantage of the extra height of walls required, on account of floods, by a graving dock.

The skilled designers of the floating type carefully considered the proposition from the St. Lawrence point of view, and gave as their opinion that with the precautions above mentioned, a floating dock would be quite adaptable to the conditions.

The proposition for a dock of either one type or the other is being carefully considered.

GENERAL NOTES.

The taking of the ice in the winter of 1908 occurred later than usual. It was not until January 20 that crossing could be made to Longueuil. After this date the roads were again broken up and crossing had to be discontinued for a few days until zero weather set in on January 23 and the ice took for the winter.

The breaking up of the ice and opening of navigation in the harbour occurred about a week earlier than in 1907. On April 7 the ice below Victoria bridge moved down and filled up some openings which had appeared in the St. Mary's current. On the morning of the 8th the ice appeared to be solid from Nun's island to the Lachine rapids, but ice commenced to break away and come down from Laprairie bay during the day. On the 9th the ice had not yet moved on the north side of the river below Maisonneuve, but it had piled up in the Ship Channel and on the south shore.

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From April 10 onward the ice movements continued between Victoria bridge and Longue Pointe on both sides of the river, but up to the 13th the ice had not moved below Longue Pointe.

From this time there were no heavy ice shoves and on the 14th the tug *Alphonse Racine* was able to move about in the harbour. On account of the heavy masses of shoved ice on the south shore the Longueuil and Boucherville ferry boats were not able to reach Montreal until April 22.

There was not much damage done to the cribwork face of the wharfs by the shoving, but the roadways of the wharfs in the lower part of the harbour were badly cut up. The scouring out of the macadam and surface filling necessitated the grading of a large portion of the low level tracks which had been undermined. This work was undertaken at once by a large force and no delay occurred to wharf traffic.

On account of the unusual high water in May and the early part of June considerable inconvenience and delay was experienced by vessels and merchants using the low level wharfs.

The water was two to three feet deep over the front part of the low level wharfs which was higher than the level of the former serious high water in 1879.

The Harbour Commissioners' fleet also experienced much delay on account of the high water. The dredges were not able to reach deep enough to make bottom for new cribs and this, in turn, retarded the building of the new wharfs. The drill boat was also unable to work during the extreme high water.

The quantity of dredging done in 1908 is small compared with late years. The character of the dredging explains this to a great extent and the delays above noted account for the smaller output.

There was much cleaning up to be done over large areas and there was 46 per cent of the material rock, as compared with 31 per cent in the previous year.

The dredge *John Kennedy* was kept at work for about half the season in the widening and deepening of the ship channel in current St. Mary.

The 517 feet of wharf at section 36, which had been in progress in 1907, was completed on August 15. The work of grading and laying rails was continued, and by September 18 the coal towers of the Dominion Coal Company had been moved into place at the front of the wharf. The first ship, the *Majestic*, was berthed at the wharf on September 21 and unloaded its cargo of coal.

An additional 284 lin. ft. of cribwork was sunk at section 39 during the season, and 142 lin. ft. at section 24. This was all sunk to 35 feet depth at extreme low water, and at the close of the season 9 feet height of concrete superstructure had been built upon it. Sufficient filling was done to make the wharf safe during the winter and spring.

During the season, a number of distinguished officials and engineers from different parts of the world, visited the harbour and were shown the various works.

On June 10, His Excellency Earl Grey, Governor General of Canada, accompanied by Sir. Thos. Shaughnessy, paid a visit to the harbour and was shown over the works by the Commissioners. His Excellency was particularly interested in examining the elevator and conveyor system, which was in full operation.

Among other visitors were the following:

June 12.—Capt. Nieblosine, Russia, naval attaché, Washington.

September 2.—Mr. Maurice Fitzmaurice, Quebec Bridge Commissioner.

September 2.—Mr. Modjeska, Quebec Bridge Commissioner.

September 17.—Mr. Seizaburo Shimizu, Consul General of Japan, Ottawa.

August 19.—Mr. John S. Gaskell, chief engineer, Surrey commercial docks, London.

October 3.—Sir Wilfrid Laurier, Prime Minister of Canada.

October 3.—Hon. Mr. Brodeur, Minister of Marine and Fisheries.

October 20.—Mr. Buchanan, chairman and chief engineer Rangoon port trust.

October 21.—Mr. Hunter, of Messrs. Swan & Hunter, England.

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November 2.—Mr. W. J. Cudworth, chief engineer, Northeastern Railway, England.

November 3.—Lord Milner.

November 17.—Mr. F. D. Courchman, Indian State Railways.

November 17.—Capt. H. F. E. Freeland, Indian State Railways.

November 15.—Mr. A. Gips, Holland-America Line.

There were no accidents of any consequence to vessels or harbour property in 1908. On the morning of October 20, the Allan line SS. *Virginian* in coming up the river struck a gas buoy the mooring chain of which fouled with one of her propellers, rendering her helpless. She was assisted by the Sincennes-McNaughton tugs and two of the Harbour Commissioners' tugs. The chain could not be freed from her propeller, in the strong current, but the government steamer *Lady Grey* towed her to her berth with the buoy and chain dragging. The steamer sustained no loss beyond a delay of twelve hours.

The following table shows the maximum and average number of workmen employed directly by the Commissioners during the season of 1908:—

	Maximum.	Average.
Wharf works—		
Construction	398	181
Maintenance, cleaning, &c.	497	106
Harbour yard, carpenters, blacksmiths, &c.	15	12
Saw-mill and timber boom, sawyers and handymen	34	23
Machine shop, machinists, blacksmiths, &c.	32	27
Shipyard carpenters, labourers, &c.	39	30
Dredging fleet, crews of dredges, tugs, &c.	102	100
Grain elevator, foreman and operators.	33	17
Conveyor equipment, iron workers, carpenters. . .	65	31
Shed inspectors and assistants.	7	6
Totals.	1,222	533

The contractors and sub-contractors for the steel freight sheds also employed a large number of men.

The working day in general is 10 hours. The drill boat is operated 11½ hours.

Victoria Day, Dominion Day and Labour Day are kept as holidays, and the daily workmen are allowed half a day's pay for each.

The Commissioners have an insurance against employer's liability for accidents to workmen. During the season of 1908, accidents to the Commissioners' employees have been numerous, several of them being of a serious nature.

Accidents to 46 of the employees were reported during the year. The most serious accident occurred on June 17, when three men were run into by a car which was being shunted on the wharf, one of whom succumbed to his injuries. The men were resting at noon hour under the car, and no blame was attributable to the Commissioners.

On September 22 N. Lachance fell off a scow at section 24 and was drowned. All the cases were amicably settled by the Commissioners and the Accident Liability Company.

Nine accidents were reported as occurring to workmen in the employ of the contractors and sub-contractors for the steel sheds, but the Commissioners assume no liability for these.

Seven casualties to private persons were also reported as occurring on harbour territory.

June 8.—The body of a drowned man was picked up in the river by the fireman of Commissioners' derrick No. 5.

June 26.—Two lads were drowned while boating at Maisonneuve.

July 10.—A lad was drowned, opposite the jail, by driving over the edge of the wharf in a coal cart.

August 5.—An old man fell into the river at Victoria Pier, but kept himself afloat and was rescued at Hochelaga.

August 25.—A ship labourer, under the influence of liquor, was struck by a car near Section 17, but was not seriously hurt.

September 6.—An unknown man was found at the foot of the C.P.R. retaining wall, Section 28, with his skull broken. He was removed to the hospital.

September 17.—A boy was drowned while boating at Section 24.

October 30.—A horse was drowned by backing off the wharf at Section 24.

Appended hereto are Departmental Reports from the following officers of the staff:—

Report of Mr. W. J. Sproule, Assistant Chief Engineer; report of Mr. J. N. Nelson, Assistant Engineer; report of Mr. W. R. Lunan, Timber Inspector; report of Mr. F. L. Gagnon, Assistant Engineer; report of Mr. Jehere Nehin, Superintendent, Elevator No. 1; tables of Quantities and Costs, prepared by Mr. Geo. Smart, Accountant.

I am, sir, yours obediently,

FREDERICK W. COWIE,

Chief Engineer.

REPORTS OF THE ASSISTANT CHIEF ENGINEER AND ASSISTANT ENGINEERS FOR 1908, (TO ACCOMPANY CHIEF ENGINEERS' REPORT).

MONTRÉAL, January 12, 1909.

F. W. COWIE, Esq., C.E.,

Chief Engineer,

Harbour Commissioners of Montreal.

DEAR SIR,—I have the honour to forward herewith the reports on the works carried on for the improvement and maintenance of the Harbour of Montreal during the year 1908, which were executed, by direction, under my supervision.

Having exercised immediate as well as general supervision of the works on the water, including the dredging fleet, the new wharf at the Dominion Coal Co.'s berth, Sections 36 and 37, and the extension of the new wharf at Section 24, I give the details of these operations direct.

Mr. J. M. Nelson, Assistant Engineer, has been in immediate charge, both of the new works and those of maintenance and repairs, carried on ashore, and I inclose his report of these works.

Mr. W. R. Lunan, Timber Inspector, has been in immediate charge of the receipt of timber, lumber, &c., its care in the boom and delivery to the various works, and also of the operations of the saw-mill, and his report is also inclosed.

Mr. Geo. Yale, Mechanical Superintendent, has furnished particulars of the work done at the shops and shipyard, Mackay pier.

OPERATIONS IN 1908.

CHARGEABLE TO CAPITAL.

Construction of permanent new wharf.—Dominion Coal Co.'s berth, Sections 36-37. The principal details are as follows:—

This wharf was put under construction in 1907 and is of timber cribwork construction below extreme low water and of concrete face wall above. It is founded at

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35 ft. below extreme low water and the coping which was intended in 1907 to be at level 106.50 was raised to level 107.50 in the spring of 1908, or 14.87 ft. above extreme low water.

Work was resumed on this wharf in 1908 on July 4, by cleaning off the top of the concrete which had been raised in general to about level 99.00 the previous fall, and by digging trenches in the backfilling for the anchorage rods. The moulds for the concrete were put on and the depositing of concrete by the concrete machine began on July 14, and was completed about August 15. This stretch of wharf, about 575 ft. long on the face, was completed with anchorage blocks and rods, face ladders, mooring posts and 80-lb. rails depressed in the concrete face wall to coping level for the coal tower tracks, about September 5, and the backfilling was raised to sufficient height and well consolidated so that the coal towers could be moved out into place on the new wharf on September 18. The first coal ship, the *Majestic* berthed at the new wharf at 7.25 a.m., September 31, and the first coal train passed in under the towers at 10 a.m. Concrete blocks were moulded in the wharf under the towers for anchorage to which to attach the hauling tackle of the towers. A crib 142 ft. long, 14 courses high, was taken down from Mackay pier on August 24, to Section 38 to be raised to full height and to be ready to sink as soon as the cribseat could be got ready. This crib was sunk in position on September 23. Another crib 142 ft. long, 14 courses high was taken down from Mackay pier on September 19. This crib was sunk in position on October 10. These cribs were filled in the front row of pockets with rock and in the back pockets with gravel. The moulds for concrete were put on and the depositing of concrete by the concrete machine began on October 24 and was finished for the season on November 10, the concrete having been raised to level 101.00, as high as practicable before the anchorage rods are put in, which can be done only when the backfilling is raised to the proper height.

An intake culvert for supplying water to the Montreal Street Railway Company's power-house, was built through the last crib sunk, and a waste-water discharge-pipe 4 feet diameter laid through it, both at the request and cost of the company.

About 14,550 cubic yards of backfilling were put into this wharf by dump scows, and a small quantity by carts from wharf scrapings. Much filling was afterwards put in by derricks but a quantity of backfilling is still required to reach anchor rod level, although the cribs are sufficiently backed for safety during the winter.

Total quantity of filling put in, 71,552 cubic yards.

EXTENSION OF NEW WHARF.

The new wharf, section 24, is in a strong current and the extension is only about 80 feet from the face of the old wharf and parallel to it. The making of the crib-seats to 35 feet depth at extreme low water, is therefore in a very narrow and cramped place for a dredge to work and on account of the strong current running along the face of the new wharf, great care is necessary in handling the dredge.

A dredge was put to extend the crib-seat as soon as the water had lowered sufficiently to enable the dredge to make bottom. No crib could be even put in place to be built to full height until the dredging was finished, nor could a crib be landed there if built to full height as it would be unmanageable by tugs.

On August 24, as soon as the foundation was ready and the dredge removed, a crib 71 feet long and 8 courses high was taken down from Mackay pier to its position at section 24 and built up to 35 course high, men working night and day. It was sunk in place on September 18 and another crib 71 feet long and 6 courses high was taken down from Mackay pier to its situation at section 24 on September 19. It was forthwith raised to 35 courses high and sunk in position on October 9. The cribs were filled in the front pockets with rock, the moulds for concrete put on, and the depositing of concrete began on October 19, and 142 feet in length raised to anchor rod level by October 24, at which level the concrete work was discontinued for the season.

A pony crib 29 feet x 31 feet, to retain the filling behind the new front cribs at section 24, was begun on October 15. It was raised to 35 courses high and sunk in position on October 23.

The amount of filling of all kinds put into the new wharf at section 24 was 16,525 cubic yards. There was a quantity put in by carts from city excavations, free of cost to the Commissioners.

The length of new wharf put down in 1908 was 142 lin. ft. at section 24, and 284 lin. ft. at section 38-40, the Dominion Coal Company's berth, making 426 lin. ft. of new wharf. This was all sunk to 35 feet depth at extreme low water, filled in the front row of pockets with shale rock, and had about 9 feet depth of concrete built on it.

The work was very seriously delayed by the very unusual high water in the early part of the summer, but was helped by the exceptionally fine weather in the fall, and the late closing of operations on the water.

DREDGING, 1908.

Dredging the Basins and the Thirty-foot Channel through the Harbour.

The dredging of the year was done in the following places:—

At the outer end of Alexandra pier, section 14 C; on both sides of Jacques Cartier pier, in sections 12, 13, 15, 17 and 19; in Windmill Point basin; on section 13 S, 14 S and 15 S, and in the ship channel and basins adjoining the wharf, section 29 to 36.

Much dredging was done in the east half of Windmill Point basin to gain a clear depth of 29 feet at extreme low water. The bottom there is rock and some cleaning has yet to be done to obtain the required depth clear.

Quantity dredged, 37,165 cubic yards.

A large quantity of blasted rock was dredged on section 12 S to 14 S for crib filling and bank protection. The blasting was done to give a clear depth of 30 feet at extreme low water, but cleaning up work is yet to be done.

Quantity dredged, 59,384 cubic yards.

The dredging in the basins, sections 12 to 19, was principally cleaning out shoals alongside the high level piers, that had either not been quite completed to full depth or had accumulated from the shipping. The dredging was done late in the season, after the ships had left port, and then also a part of the accumulated sewage was dredged from the basin, section 15.

Quantity dredged, sections 12 to 19, 12,804 cubic yards, exclusive of sewage.

The thirty-foot ship channel was widened on the city side, sections 29 to 36, for a length of about 2,800 feet, and a width varying from 50 feet to 230 feet. This cut approached to within approximately an average distance of 100 feet from the present wharf line and makes the channel of an average width of 500 feet to 700 feet in this vicinity. Deep water is now brought so near the wharf line that ships will be enabled to steer by the shore line from the high level piers and Windmill Point basin to the coal towers at Hochelaga, should other marks be obscured, and be enabled to keep well clear of dredges that may be widening the channel on the east side through St. Mary's current.

Quantity dredged, 73,050 cubic yards.

Crib seats, sections 24-25—Quantity dredged, 3,825 cubic yards.

Crib seats, section 37—Quantity dredged, 645 cubic yards.

Total quantity dredged during the season, 186,873 cubic yards.

DRILLING AND BLASTING.

New works.—The drill boat worked the whole season on sections 12 S and 12 S, drilling and blasting rock for the double purpose of extending the deep water area

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of the basin and to obtain rock for wharf construction, &c. The boat began to work on June 22, and stopped November 7.

The material blasted was hard shale and trap dykes.

The area blasted is 116,333 square feet or 2·67 acres, and the quantity 18,139 cubic yards, measured in the solid.

The particulars of the drilling and blasting are as follows:—

Drill Boat's Work in Sections 12 S and 13 S, during the Summer of 1908.

Number of days worked, June 22 until November 7, inclusive, 110 days.

Working time per day, 11½ hours.

Number of holes blasted, 3,209.

Average depth of each hole in solid rock, 6·26 feet.

Average actual depth water surface to the bottom of holes when drilling was done, 36·39 feet.

Quantity of rock drilled and efficiently blasted, measured in the solid to 6 inches below grade line of bottom, 18,139 cubic yards.

Total cost, \$17,964.18, or 99 cents per cubic yard, measured in the sold.

DREDGING FLEET ON NEW WORKS.

Superintendence and Repairs.

The dredging fleet in 1908 was all owned by the Commissioners and consisted of:

Two bucket or dipper dredges.

Five floating steam derricks.

One floating hand derrick.

One drill boat.

One testing boat.

One floating concrete machine.

One floating pile driver.

Five screw propellor tugs.

Four small lifting or crib building scows.

One passenger transport scow.

Four flat scows, 170 cubic yards capacity.

Fourteen flat scows, 150 cubic yards capacity.

Two flat scows, 67½ cubic yards capacity.

Three hopper bottomed scows, 200 cubic yards capacity.

Four shanty floats.

Six sounding or distancing floats.

Four crib building or repairing floats.

Spare dredge buckets, clam shells, &c.

One orange peel dredge bucket.

The dimensions of these vessels, scows and floats are given in the annexed table.

All the dredging fleet were wintered afloat in 1907-8, part opposite the Mackay pier, near the workshops, and part at the upstream side of Alexandra pier, except derricks Nos. 4, 5 and 6, and the tug *Courier*, which had been hauled out in the fall of 1907 for extensive repairs during the winter.

The dredges were served throughout the summer by the tugs *Alphonse Racine*, *Robert Mackay* and *Aberdeen*.

The tug *Courier* was engaged throughout the summer principally in towing timber, piles, &c., from the boom to the places where the timber was being used, and in such other light work as the tug is fitted for.

The tug *St. Peter* was continued, as in 1907, on duty throughout the season of navigation, night and day, as a fire tug.

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MAINTENANCE AND REPAIRS, 1908.

Maintenance.—Over the wreck of dredge No. 1, on which there is only 17 feet depth at low water, a scow properly lighted at night, was placed and maintained throughout the season of navigation. Testing was done later in the season where dredges had been at work.

BUOYS AND BEACONS.

Two black buoys to mark out the east side of the channel between the lower end of the Windmill Point basin and Mackay pier, were placed and maintained during the season.

Three red buoys and four black buoys were placed and maintained in the inshore ship channel leading from Longue Pointe (opposite the church) to the Racine pier, section 61.

Rectangular beacons were placed to mark out both the $2\frac{1}{2}$ foot channel (25 feet 3 inches at extreme low water) and the new channel, 30 feet in depth at extreme low water, in the upper reaches of the harbour.

DREDGING SEWAGE DEPOSIT.

Late in the season a dredge, with the attendant tug, derrick and scows, was put to clear out the sewage from the basin between the Alexandra and the King Edward piers, which had become a public nuisance. The expenditure on this work, which is chargeable to the city of Montreal, was \$1,718.75.

GENERAL NOTES.

Work was resumed at the harbour yard on January 2. In January and February water and sewer connections were being made from the sewers on the Jacques Cartier and Alexandra piers to the new permanent steel sheds on these piers.

The fitting out of the fleet to be ready for work in spring began on March 24. The vessels began to work as follows:—

Tug *Alphonse Racine*, April 20.

" *Robert Mackay*, April 24.

" *Aberdeen*, April 29.

" *Courier*, May 22.

" *St. Peter*, April 16.

Derrick No. 1, April 22.

" 3, " 22.

" 4, May 27.

" 5, " 8.

" 2, " 2.

" 4, " 4.

Drill boat, June 22.

April.

Four flat cars were repaired on the wharf by having their trusses strengthened and part of the woodwork renewed.

Water and drain connections to sheds Nos. 8 and 11 began in April, and shanties were made in the yard for the traffic department. Poles and wires were put up for lighting and a great number of men were clearing ice off the wharfs.

Chutes from upper to lower floors were put in shed No. 8.

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May.

Water and drain connections were made to shed No. 11.
Railway section gangs were put to work.
A temporary coal bin was built for locomotives.
The foot bridge on Victoria pier was re-erected.
Standpipe for water supply to locomotives was erected.
Backfilling was being put into wharf from land, sections 37-38.
May 23.—Fire in hold of SS. *Montrose*.
May 30.—High water was still delaying repairs to woodwork of wharfs.

June.

Ditch dug in rear of sections 36-38.
June 28.—Canadian Pacific Railway car at outer end of King Edward pier on fire.

July.

July 4.—Work resumed on new wharf, sections 36-38.
Repairs to standpipe.
Life preserver lines dyed.
Hydrants painted red on sections 12 to 14.
Installing fire protection in Grain Elevator No. 1.
Concrete mixing machine began work.
Filling empty cribs on Laurier pier.
July 25.—New propeller put on *Courier*.

August.

Water and drain connections made to Shed No. 2.
Empty cribs filled in Sutherland pier.
August 29.—Fire protection extended to the carpenter shop on Mackay pier.

September.

September 5.—Fire alarm boxes painted red.
September 5.—Fire protection in Grain Elevator No. 1 completed. Ice-house on Mackay pier moved.
September 18.—Crib, 71 feet long sunk at section 24.
September 23.—Crib, 142 feet long sunk at section 37.

October.

October 3-10.—Concrete protection guards put at base of conveyer gallery posts.
October 3-10.—Two land derricks placed to work at Raceway No. 1.
October 9.—Crib, 71 feet long, sunk at section 24.
October 10.—Crib, 142 feet long, sunk at section 37.
October 23.—Pony crib, 29 feet x 31 feet, sunk at section 24.
Empty cribs, section 29, filled.
Laying water main on Bickerdike pier.

November.

Backfilling at section 24 completed to bolt level, November 7.
Concrete machine quit work, section 37, November 10.
Rock put at Signal Station, Longue Pointe, and at upper corner of Dominion Park
23—3½

Buoys in Longue Pointe channel taken up, November 12.
 Intake to power-house set in place, November 21-28.
 Outfall pipe from power-house set in place, November 21-28.

December.

Beacons taken down, December 3.
 Beginning to lay up fleet, December 3.
 Fleet all laid up, December 5.
 Testing the Ship Channel.
 Dredging sewage from basin, section 15.
 Derrick No. 1 hauled out on ways.
 Tug *St. Peter* hauled out on ways.
 Piling done, section 35, for foundation for coal tower of Montreal Light, Heat and Power Company.
 Erection of temporary engine-house on section 13.

TAKING OF THE ICE.

Season 1907-8.

The weather was very mild in December, 1907, and in the early part of January, 1908.

There was nothing to note in the vicinity of Montreal until about January 10, when the water began to rise sufficiently to show that the ice was taking in the river lower down. There was crossing on the ice at Sorel on January 13. On January 15, the ice about the harbour was still smooth down to Longue Pointe, and the water below St. Mary's current was about level 107.00.

The river was still filled with ice up to the lower end of the Mackay pier but shoving had not begun. Between the 15th and 20th various shoves took place in the region of between Moffat's Island and Hochelaga and Longueuil. About 9 p.m. of the 18th, heavy shoving occurred. There was much open water in the south, or St. Lambert channel, and a large part of the river was passed through that channel.

There was crossing to Longueuil on January 20, but it was interrupted by soft, foggy weather on the 21st and 22nd. The water stood about 33 feet on the sill. Zero weather returned on the 23rd. Crossing began again at Longueuil. The ice filled up to Victoria bridge on the 24th and rapidly closed up to Lachine rapids. Very cold weather set in. January 24, about 1°; 27th, very stormy; 28-6°; 29th, +3°, snowing; 30th, -24°; February 1, +10°, very stormy; 2nd, +16°, very stormy; 3rd, -23°; 4th, -28°.

BREAKING UP OF THE ICE.

Spring of 1908.

There had been an air hole from Victoria bridge down through St. Mary's current during the winter of 1907-8. Slight cutting away of the ice in the middle of the river was going on, on April 6 and on the 7th the ice below Victoria bridge moved from Mackay pier to Moffatt's Island and the opening in the middle of the river that had cut down to the Tarte pier filled up again to the Canadian Pacific Railway Co.'s elevator, and the ice started above Victoria bridge at 6 p.m.

On the 8th there was open water from Nuns' Island down to Victoria bridge and just below the bridge, from St. Lambert to the north shore. The ice appeared in the morning solid from Nuns' Island up to the rapids, but at 5 p.m. ice was coming down and Laprairie bay ice appeared about two-thirds gone. On April 9, in the morning not

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much ice was coming down, the river was filled up to half-way from St. Helen's Island to Victoria bridge. The ice had not yet moved on the north half of the river from Maisonneuve to Longue Pointe but was piled high on the banks on the south side and in the Ship Channel. In the afternoon the ice started to run down the channel between St. Helen's Island and the south shore.

On April 10 there was open water from Longueuil Point up through St. Lambert channel and under Victoria bridge to Nuns' Island. In the evening the ice was piled up around Jacques Cartier pier and the water was 37 feet 4 inches on the sill, within 13 inches of the coping of the pier.

April 11.—The water was 38 feet 6 inches on the sill in the harbour. On April 12 and 13 the running ice filled up the river to Victoria bridge on the south side, but the river was clear on the north side from the lower end of Mackay pier to Lachine rapids. Water, 37 feet 8 inches on the sill. At Longue Pointe the ice was piled up along the shore from 15 to 20 feet high from the Nuns' wharf (Lemay pier) to Elmwood grove. The signal station office at Longue Pointe was shoved about 6 feet off its foundation. Ice was piled 10 feet high on the locomotive wharf. The ice had not yet moved below Longue Pointe and was smooth down to Ile Grosbois. At section 19 the ice knocked in 14 panels of the upstream end of the Canadian Pacific Railway freight shed. From this time there were no heavy ice shoves in the harbour and the water lowered gradually.

The tug *Alphonse Racine* began to move about in the afternoon of April 14, but the Longueuil and Boucherville ferries did not get up to the harbour until the 22nd. There were great masses of ice left on the shoals at Longueuil.

DAMAGE BY ICE.

The damage to the surface of the wharf on section 46 and in that vicinity, was very great. A large area was scoured and torn and much filling washed out. The macadam was displaced and shoved up into heaps so that the area required to be gone over, graded anew, and the macadamizing properly spread again. The filling material was also scoured out from certain of the cribs on the Sutherland and Laurier piers and at section 29 on the old shallow shore wharf.

HIGH WATER.

Great inconvenience to shipping, and delay to new work was experienced from exceptionally high water in May and June, which on the low level wharfs greatly interfered with the loading and unloading of ships, and delayed the new harbour work, because the dredges for some time could not dredge deep enough to make crib seats to 35 feet depth at extreme low water.

The water was 2 to 3 feet deep on certain low level wharfs and was worse in this respect than in any year since 1879.

The following are the principal new works done and repairs made at the machine shop and shipyard in 1908, including the work done for Harbour Commissioners' Elevator No. 1, the traffic department, saw-mill and wharf work :—

Dredge No. 2.—Main steam pipe renewed. Kelsons under engine frame renewed.

Dredge No. 4.—Four new cast steel upper anchor keeper hinges put on. Two new cast steel steps for 'A' frame put on. New crank disc for swinging engine and links. Alterations made to steam pipe. Main hoisting drum bolted to prevent further cracking.

Derrick No. 1.—Float repaired.

Derrick No. 4.—Stern slides renewed. Kelsons partly renewed. Covering board repaired. Hull caulked all over. Boiler repaired.

Derrick No. 5.—General repairs to hull, planking, &c. New round bow. Float repaired.

Derrick No. 6.—Kelsons partly renewed. Anchor slides taken off and repairs made to planking. New boom made complete. New round bow partly finished.

Tug *Alphonse Racine*.—New metallic packing made for engine.

Tug *Robert Mackay*.—New stays in boiler. New canvas hose complete with couplings for fire purposes.

Tug *Aberdeen*.—New stays in boiler and smoke box repaired.

Tug *St. Peter*.—New exhaust pipe. Boiler repaired in several places. Fire pump overhauled and new springs put in.

Tug *Courier*.—Planking partly renewed. Some new steel frames put in. Deck renewed. New crown sheet and top on boiler and new tubes. New steel propeller made complete.

Drill Boat.—Four complete steam drills made. Three put on, hauled and caulked during summer.

Concrete machine.—Position of hoisting engines interchanged. Machine was hauled up during summer, planking renewed, &c.

IN ADDITION TO WORK DONE FOR THE DREDGING FLEET, THE FOLLOWING WORK WAS DONE.

In the Shipyard.

A new row boat was made and delivered to the timber boom.

Two spare spuds were made up for the drill boat.

Ten wooden chutes built for the steel freight sheds.

Two scows were hauled up on the ship ways during the summer.

Buoys and beacons were repaired, painted and put up.

Ladder moulds, &c., made for new concrete wharfs.

A new land derrick built for culvert work.

The water pipe was extended from the machine shop to the shipyard building and a stand pipe put on each floor within 100 feet of linen hose and couplings. This was completed August 31. The planking of the upper machine shop wharf was repaired.

In the machine shop, apart from fleet work, the following work was turned out :—

Sixteen new mooring posts, complete with bolts, were made for new concrete wharfs.

Six 2-inch eye-bolts made for hauling coal towers.

The shop engine and steam derrick were repaired.

A number of track tools were repaired, a track lorry repaired, switch boxes repaired, 9 new ground lever switch boxes were made and delivered and a track frog repaired.

A friction was repaired and a new wooden pulley made and the suction pipe for the feed pump of the saw-mill was extended.

A large number of bolts of various sizes were made for new cribs.

A new casting was finished to replace a broken tripper on the grain conveyor.

The door slides of the new sheds were put in order.

A broken capstan gear was repaired and several bearings reabbabbited for the grain elevator, as well as the hoisting drum of the marine leg repaired. Some pulley blocks were also repaired.

A number of small repairs were made to the locomotives during the summer.

A sand drier was built.

Twelve new cylinder drain cocks and 12 new couplings were made.

TAKING OF THE ICE.

Season 1908-9.

Until December 25, 1908, the only ice in the river was that forming and running along close to shore. On December 26 the river was filled with ice up to St. Helen's,

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Island, but was clear above. On the 27th the river was full of ice on the north side up to the lower end of Mackay pier, but was open on the east side of St. Helen's Island down to the point of land above Longueuil. On the 28th, the river on the north side was filled up to the head of St. Helen's Island and two-thirds of the length of Mackay pier, but was still clear on the east side. On the 29th, the river was full of ice at and above Victoria bridge. Teams were crossing at Boucherville and a man was crossing on foot at Longueuil. The water was 6 inches over the tracks on the low lever wharf at section 20 and 6 inches below the coping of Racine pier.

Mild weather now set in and continued until January 7, 1909, during which time the river had filled up about the head of St. Helen's Island and the ice shoved down again to Hochelaga several times. On January 7, the temperature was below zero and the river was filled up with ice nearly to Victoria bridge. On the morning of January 8 and ice seemed to be settled above the bridge and men began to make the ice road at Longueuil.

There was still open water on the St. Lambert side out to the 7th pier of the bridge on January 11, but no further movement of importance took place.

Apparently, as observed from the shore, there were no heavy nor destructive shoves while the ice was taking.

W. J. SPROULE,
Assistant Chief Engineer.

HARBOUR COMMISSIONERS OF MONTREAL.

W. J. SPROULE, Esq.,
Assistant Chief Engineer.

MONTREAL, December 31, 1908.

DEAR SIR,—I beg to report as follows on the various works in Montreal Harbour, Shore and Wharf Branch, carried out, by direction, under my charge during the season of 1908.

The most important subdivisions of the shore and wharf operations in 1908 were as follows:—

NEW WORKS—CAPITAL ACCOUNT.

The construction of new railway tracks on the wharfs.
The permanent paving.
Water mains and hydrants.
Gullies for wharf drainage.
Fire protection:
Bickerdike Pier.
Windmill Point Wharf.
Rebuilding Raceway No. 1.
Rebuilding Raceway No. 6.
Water service and drainage to steel sheds.
Foundation for coal tower, Montreal Light, Heat and Power Co., Sec. 35.

MAINTENANCE AND REPAIRS—REVENUE.

The removal of ice from the wharfs.
Spring cleaning of the wharfs.
Summer cleaning and watering of the roadways and wharfs.
Roadway maintenance.

Macadamizing stone.
 Maintenance of harbour railway tracks.
 Electric lighting of the harbour.
 Life saving equipment.
 General repairs to wharfs and water front.
 Harbour buildings, repairs, &c.
 Harbour yard.

THE CONSTRUCTION OF NEW RAILWAY TRACKS ON THE WHARFS.

The laying of new railway tracks upon the piers and shore wharfs, began on April 27 and continued, at various times during the summer, until the close of the season.

All new rails laid were of 80 lbs. to the yard, Am. Soc. C.E., section.

The ties for straight track were mainly of hemlock, of standard size, viz., 6 inches thick, 8 inches face and 8 feet long. Those used for switches, slip diamond crossings and diamonds, were of either hardwood or pitch pine and were from 7 to 10 inches thick, 8 to 10 inches face and varying in length from 8 to 16 feet, as the case required.

All the new track laid on the high level piers and wharfs, between the canal entrance and the Victoria pier, sec. 20, was well packed under the ties with concrete, varying in thickness from 3 to 6 inches, and concreted between the ties and under the rail, before being paved with scoria blocks.

The tracks laid in former years on the high level wharfs and piers, between the canal entrance, sec. 12, and the Victoria pier, sec. 20, were lifted to grade, new rails and ties put in where required, excavated between and under the ties and concreted before being paved with scoria blocks.

All track laid alongside the new steel freight sheds were laid at such an elevation and at such a distance one from the other as to permit of the doors of refrigerator cars being freely opened for the discharge or receipt of goods.

The new track laid in 1908 was as follows:—

On the Bickerdike Pier.—An aggregate length of 2,816 feet of track was laid, with the necessary switches, for the use of the Nova Scotia Steel and Coal Mining Company and the Grand Trunk Railway Company.

The new track is connected by a switch with the Harbour Commissioners' existing track on the eastern side of the pier, section 8S.

On the Alexandra Pier.—Two cross-overs, of 115 feet length each, were put in between the double tracks on the upstream and downstream sides of the pier, at about the middle of its length.

Section 14.—84 feet of new single main line track was laid.

900 feet of main line track, laid in former years, was re'aid with 80-lb rail.

In Section 16.—A curve, leading to the double track on the shore side of Shed No. 11, was put in, as also a curve leading to the track which, passing under Tower 'D' of the Conveyor System, runs along the river side of Shed No. 11.

Track leading from the main line tracks to connect with the tracks emerging from the northern end of the Harbour Commissioners' Grain Elevator No. 1, was also laid.

The above work, in the aggregate, is equal to 1,950 feet of single track.

The necessary switches, switch boxes and diamond crossings, were also put in.

400 feet of main line track, laid in former years, was relaid with 80-lb. rail.

In Sections 16 to 18.—Two tracks were laid along the shore side of Shed No. 11, and connected at either end with the main line tracks.

198 feet of track was also laid on the river side of Shed No. 11 and connected with the curve leading to the main line tracks at its southern end.

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The above work in the aggregate is equal to 1,000 feet of single track. 2,526 feet of main line track, laid in former years, was relaid with 80-lb. rail.

In Section 18.—Track connecting the double track along the city side of Shed No. 11 with slip diamond crossing No. 6 in section 19 was put in, as also a curve leading to the track between the edge of the wharf and Shed No. 13 on the Jacques Cartier pier.

The above work aggregates 1,580 feet of single track.

800 feet of main line track, laid in former years, was relaid with 80-lb. rail.

On the Jacques Cartier Pier.—Double track was laid alongside the sheds on the upstream and downstream sides of the pier, in all equal to 3,041 feet of single track, including cross-overs between each double track at about the centre of the length of the pier.

In Section 19.—1,403 feet of main line track, laid in former years, was relaid with 80-lb. rail.

In Sections 36-37.—In connection with the new wharf built for the use of the Dominion Coal Company, 540 feet of double track was laid for carrying the coal towers.

In addition, 960 feet of existing track was relaid with 72-lb. rail, and 315 feet of track was relaid with 56-lb. rail.

All the tracks used by the Dominion Coal Company in rear of new wharf were raised to grade and well packed and filled. Switches were reset and some new guard-rails put in.

Slip Diamond Crossings.—In connection with the coupling up of slip diamonds not formerly in use new track was laid, equal in all to 270 feet of single track.

The total length of new railway tracks laid in 1908 was 11,309 feet or 2.14 miles.

Track laid in former years and relaid with 80-lb. rail was 7,579 feet or 1.43 miles.

The 72-lb. rail taken up on the high level wharfs and relaid with 80-lb. rail was reserved for use on the low level wharfs.

A standpipe for the supply of water to the Harbour Commissioners' locomotives, was set up near the southern end of the Harbour Commissioners' Grain Elevator.

A 6 inch pipe connects it with the adjacent 8-inch water main.

The standpipe has meter, valve, drain pit and drain.

In the same locality a coal bin was erected for supplying the locomotives with fuel, its capacity being 200 tons.

A properly drained, concrete ash pit, was also made, near the standpipe.

Heavy segmental cast iron stop blocks, were placed at the outer ends of the rails on the Alexandra pier.

A sufficient number of these stop blocks to protect the ends of track wherever required are on hand, and the necessary drilling of both holes done, to allow of them all being placed early in the spring.

Holes have been drilled in the concrete top of the wharf for bolting down the track which is to be laid along the river front of Shed No. 11.

A semaphore was put up in section 13, at the gate in the flood wall near the foot of McGill street, where cars from the Grand Trunk Railway have access to the Commissioners' tracks.

A temporary engine shed was erected in section 13, for housing the Harbour Commissioners' locomotives during the winter months.

THE PERMANENT PAVING

Paving between the rails of the tracks on the high level wharfs and piers and the surface of the piers between the sheds with scoria blocks, and the roadways of

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the high level shore wharfs, partly with granite and partly with scoria blocks, was continued in 1908.

The work began on April 23 and was continued until December 5.

The concrete foundation upon which the blocks were laid, other than between the rails and for 2 ft. outside the rails, was 6 in. thick, of one part Portland cement, three parts sand and six parts broken stone.

Between the rails and for 2 ft. outside the rails, the concrete foundation was from 9 in. to 14 in. thick, of the same proportions of sand, cement and stone.

The bed between the blocks and the foundations was from $1\frac{1}{2}$ to 2 ins. in thickness, of one part cement and two parts sand, dampened. The joints between the blocks were completely filled up with thin grout, of one part cement and one part sand.

The paving of the Alexandra and Jacques Cartier piers was completed, as also a large portion of the shore wharfs adjacent thereto.

The total area of paving laid in 1908 was 41,101 sq. yds., and of old paving taken up and relaid 1,661 sq. yds. To complete the paving of all the wharfs and piers from the Lachine Canal to the Victoria Pier there yet remains about 15,000 sq. yds. to be laid.

Circular concrete wheel guards were placed around the bases of the hydrants and electric light poles on the Alexandra and Jacques Cartier piers, and elsewhere wherever required.

Broken stone for concrete foundation for paving was being delivered in the fall and piled compactly near the Harbour Commissioners' elevator.

Up to the end of the year 890 tons of 2,000 lbs. had been delivered, leaving a balance of 2,391 tons to be delivered by the contractor during the winter.

The delivery of the stone was in progress at the end of the year.

The organization for the laying of the new railway tracks and the permanent paving was as follows:—

Track work.—1 general foreman, 3 sub-foremen, track layers, tampers, labourers.

Paving.—1 general foreman, 2 sub-foremen, concrete men, pavers, grouters, labourers.

The work was heavy and hard and owing to the steady, hard work insisted on, the cost of the work compares favourably with contract work of the same quality.

WATER MAINS AND HYDRANTS.

A 5-nozzle hydrant was placed on the wharf near the flood wall in section 12, opposite the Harbour Commissioners' office connected by a 12 in. main with the 12 in. water main on Common street.

A 5-nozzle hydrant was placed at the northern end of Shed No. 2, and connected with the 12 in. water main which runs down the centre of the Alexandra pier.

A 12-inch water main was being laid from the 12-in. city water main on Riverside Street, down the Bickerdike pier. This main is designed to provide fire protection and also a water supply for the Bickerdike pier, and connections are provided for four 5-nozzle hydrants and for two latrines and drinking troughs.

At the end of the year 500 ft. of main had been laid and connection had been made with the main on Riverside Street.

A 12-in. valve and valve chamber was also put in.

The work was discontinued, owing to the severe weather, to be resumed and completed early in the spring of 1909.

GULLIES FOR WHARF DRAINAGE.

Three cast-iron gullies and 1 reinforced concrete gully were put in on the Alexandra pier, to carry off the surface water and the discharge from the roofs of the sheds.

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Six reinforced concrete gullies were placed alongside Shed No. 11, and 1 reinforced concrete and 10 cast-iron gullies were placed on the Jacques Cartier pier.

They were all connected with the wharf drains, by 9-in. vitrified tile pipe, with cement joints.

FIRE PROTECTION.

The wiring of the fire alarm system and the boxes, was overhauled early in the spring and put in good order.

The alarm box on the Alexandra pier was put in permanent position on an electric lamp pole in the centre of the pier.

A systematic daily and nightly inspection of all the hydrants and hose-reel stations on the wharfs and piers, was carried out all summer and continued during the winter.

All the buildings in the harbour yard on Papineau Avenue are patrolled day and night and the electric wiring closely watched and kept clear of dust.

A hose cart equipped with 200 ft. of hose, nozzle, axe, crow-bar, hydrant keys, etc., is stationed in the store room, midway between the yard office and the carpenter shop.

The men in the yard are trained so that, on an alarm of fire being struck, a stream from the hydrant in the centre of the yard can reach any of the buildings in half a minute.

The hose reel stations on the high level piers were further equipped with cut-off valves, axes, crowbars, lanterns and fireman's belts, with hydrant keps.

All the hydrants and fire alarm boxes were painted bright red.

A galvanized iron pipe, 3 inches in diameter, connected with the water main on the wharf, was set in place in the passenger elevator shaft of the Commissioners' grain elevator.

The pipe reaches to the top floor and at each of the five floors there is a valve, to which is attached 100 feet of hose, with nozzle.

The hose are folded on a swinging bracket and ready for use at a moment's notice.

A good winter road, down the centre of each of the high level piers and across the wharf to the opening in the flood wall, is maintained in order that the reels from the ends of the piers may be easily run to any point, and also to allow of the city fire brigade reaching any point on the wharf.

BICKERDIKE PIER.

Before track was laid on the edge of the wharf, for the use of the Grand Trunk Railway, grading had to be done, as the top of the wharf had been left unfinished.

Large piles of earth and rock had been thrown up by derricks for the purpose of filling up of the wharf to grade.

A gang of men, under a foreman, was put to work. Horse scrapers were used and a large area was graded, that portion to be occupied by the proposed track being first done.

Several large boulders were broken up by dynamite, and the pieces used to fill up depressions in the wharf surface.

A considerable amount of grading yet remains to be done.

WINDMILL POINT WHARF.

The filling in of the back of the wharf on the south side of the basin, to form a railway embankment, was being carried on all summer.

The material forming the embankment was from city excavations and from the various rolling mills and factories, and was delivered free of cost.

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Forty-seven thousand cubic yards were delivered and put into the embankment during the year.

REBUILDING RACEWAY NO. 1.

This raceway, which carries the waste water from the Lachine canal, is situated in section 7, Windmill Point wharf.

It failed by the breaking down of the timber covering and was repaired in part in 1905. The remainder of the raceway, from a point 84 feet back of the edge of the wharf to the back of the cribwork of the wharf, remained in a broken down condition until October, 1908.

The work of rebuilding this portion of the raceway was begun on October 1. A five-ton derrick, complete with hoisting engine, was set up on each side of the area to be excavated.

The two railway tracks which give the Grand Trunk Railway Company access to their grain elevator, passed immediately in rear of the excavation, and before commencing work the tracks were diverted and set further back.

Immediately in rear of the cribwork of the wharf the tracks leading to the Intercolonial Coal Company's towers were located, and these had to remain in place and be well supported until the last vessel with coal for the Intercolonial Coal Company had been discharged, which was late in November. The work of excavation, therefore, up till this time, was necessarily confined to narrow limits.

Immediately on the departure of the last vessel consigned to the Intercolonial Coal Company, the tracks leading to their towers were taken up and the excavation gone on with rapidly. Floating derrick No. 3 was placed opposite the raceway, in the Windmill Point basin, and rendered valuable service.

The excavation made was 100 feet wide at the top, 40 feet wide at the bottom, 26 feet deep and 75 feet average length. The amount of material removed was about 4,500 cubic yards.

When the excavation had reached the covering of the raceway, it was found to be sunken and broken throughout. The old cover was removed and underneath the raceway was found, for about one half of its area, to be filled up with stones, earth and broken timber. This was all removed and the bottom flooring cleaned of all obstructions.

The cribs forming the sides of the raceway and the flooring were found in good condition and the work of rebuilding was at once begun.

Bents were built of timber, 9 feet in height, formed of a cap of 12 in. by 12 in. timber, and a sill of the same dimensions, between which were placed posts, also of 12-inch timber, set at 18-inch centres. These bents were placed at each side of the raceway against the crib walls and firmly bolted to the cribs and to the bottom.

A central crib, built of 12-in. by 12-in. timber, 5 feet in width and 9 feet high, was sunk in the centre of the raceway, well bolted to the bottom and thoroughly filled with stone and slag.

The covering which was put over this structure was of two thicknesses of timber. First, a cover of 12-in. by 12-in. hemlock and then another of 14-in. thick cedar.

'I' beams, 24 in. deep, span the race way at every 5 feet, with the timbers of the cover fitted tightly up against them on either side.

At the end of the year the side bents and the central crib had been secured in position for a length of 42 feet, or about one-half of the length to be rebuilt.

Covering had been put on for a length of 9 feet, and the work was still in progress.

REBUILDING RACEWAY NO. 6.

At the end of 1907, the raceway had been rebuilt and the filling of the excavation was being done.

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The filling was carried on in 1908 until it had reached a point within about 10 ft. of the line 100 ft. back from the edge of the wharf, when, at the request of the Peck Rolling Mills Co., Limited, the filling was discontinued.

The filling, which had for a large part been deposited in winter, settled down as the summer advanced, and this was made up with good dry material, delivered from city excavations, free of cost.

Later in the summer the Peck Rolling Mills, Limited, repaired the raceway under their property. Access was given them from the harbour property to do their work, and on its completion the remainder of the excavation was filled in, completing the rebuilding of the raceway.

WATER SERVICE AND DRAINAGE TO STEEL SHEDS.

A 2-inch galvanized iron water pipe with sludge valve and a 6-inch vitrified tile drain were connected with the Commissioners' water mains and drains and laid to the following sheds:—

Shed No. 2.

Sheds Nos. 3, 4 and 5, Alexandra pier.

Sheds Nos. 7, 8, 9 and 10, King Edward pier.

Shed No. 11.

Sheds Nos. 12, 13, 14 and 15, Jacques Cartier pier.

SECTION 35. FOUNDATION FOR COAL TOWER, M. L. H. AND P. CO.

The work of putting in a pile foundation for a coal handling tower for the Montreal Light, Heat and Power Co., was authorized late in the season and work upon it begun as soon as the necessary plant could be got upon the ground.

The work of driving the piles, which are all of hardwood, commenced on December 14, and continued until the 22nd, by which date the last pile had been driven and the pile driver and other plant were removed and stored for the winter.

The tops of the piles for carrying the tower were all cut off to the proper elevation and the necessary excavation had been made for placing filling pieces between the piles, and the digging of trenches for the anchor rods had also been done.

The rising of the river, however, necessitated the suspension of the work until spring. All the timber on the ground was shipped to the saw-mill to be taken care of for the winter.

THE PLANT.

The following new plant in connection with the wharf work was acquired in 1908:—

Pipe drilling machine, top and drill combined, for making 2-inch water connections.

Cut off valves for the three hose reel stations and for the hose in the yard.

A vibrating fire alarm gong with wiring and switches was installed in the yard. Two gasoline lamps, with double burners, of high lighting power, for night work. One five ton land derrick built at the Commissioners' shops.

Track drills, track jacks, tamping bars and other track tools.

Fifty circular life buoys.

Round and square shovels, picks, crowbars, &c., &c.

MAINTENANCE AND REPAIRS—REVENUE.

The Removal of Ice from the Wharfs.

The quantity of ice left upon the wharfs in the spring of 1908, was small. The clearing away of the ice from the sites of steamship sheds and ferry boat berths was begun on May 1, and completed by the 8th.

The largest number of men employed on any day between those dates was 103.

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Spring Cleaning of the Wharfs.

Cleaning the wharfs of the winter accumulation of mud and refuse began on April 20 and by the 28th the high level wharfs, and piers were thoroughly cleaned.

Summer cleaning and watering of roadways and wharfs.

The cleaning and watering of the roadways of the wharfs throughout the harbour was kept up all summer.

A systematic cleaning and sweeping of the paved roadways of the shore wharfs and piers, from the canal entrance to and including the Victoria pier, sec. 20, was carried out.

Owing to the improved conditions of the roadways, due to paving and improved system, it was not found necessary to employ the night gang every night as in 1907.

During the day, men with brooms and barrows collected manure, straw, paper and other light rubbish, placing it in piles which were afterwards removed.

The plant employed in the cleaning and watering of the wharfs was as follows:—

Eight single water carts.

One double sprinkler.

Two 1 horse road scrapers.

One 2 horse 'Austin' rotary sweeper.

Carts, barrows, mud hoes, brooms, &c.

The work was in charge of a competent foreman who was held responsible for keeping the roadways clean, and the work was well done.

Roadway Maintenance—Roadway Repairs.

As soon as the water had receded from the low level wharfs in the spring, and the ice upon the wharfs had disappeared, the repairing of the macadam roadways was begun and there was a good roadway throughout the harbour by May 9.

Heavy washouts of the roadways occurred at several points, notably between the Laurier pier and section 46 (Sugar Refinery). At the latter place the roadway for a considerable distance was scoured out in some places to a depth of 4 feet.

Between section 46 and Nicolet street, the roadway was torn up in places, to a depth from 1 to 2 feet, as also at the inshore end of the Laurier pier, section 43.

This washing out was occasioned by a jam of ice forming on the upstream side of the Laurier pier and diverting the water in behind the bulkhead wharf of the Tarte pier. The water rushed through, tearing up the roadways and undermining the track and threatened at one time to seriously injure the new buildings of the Sugar Refinery.

All the material scoured out was deposited by the water in heaps close by, and none was lost.

The stone and earth were again used to fill up the depressions and the whole was graded and well rolled with the steam roller.

The roadway was repaired in sections 36-37 where a track had been taken up and relaid in another position.

The grade of the road was raised to conform to the height of the concrete wharf under construction. Shale rock was used as a foundation, up which was spread 4 to 6 inches of macadam well blinded with sand and cinders, wetted, and rolled with the steam roller.

The area so treated was 700 feet long by about 30 to 40 feet wide.

In sections 5 and 8 the top of the wharf for a length of 650 feet had sunk at the back from 9 inches to 12 inches. On the completion of the raising of the timberwork of the wharf to proper height, the roadway behind it was raised also.

The area so raised and macadamized was about 600 feet in length by an average width of 25 feet.

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Shale rock and other good material was used as a foundation upon which was spread from 4 to 6 inches of macadam.

The roadways were maintained in good condition throughout the season.

Macadamizing stone.—The stone for macadamizing the roadways of the wharfs in 1908 was delivered during the previous winter by the contractor and broken by the Commissioners' own men.

The quantities used during the summer for maintenance were :—

	Tons.
Sections 5 to 10.....	988
“ 12 to 19.....	399
“ 20 to 27.....	647
“ 28 to 34.....	443
“ 35 to 38.....	1,054
“ 39 to 46.....	441
Racine wharf.....	225
Total tons of 2,000 lbs.....	4,197

MAINTENANCE OF HARBOUR RAILWAY TRACKS.

A large amount of repairing and improving of the tracks of the low level wharfs, was done during the summer.

Two section gangs continually 'walked' the tracks, replacing rotten ties with new ones, taking out broken or worn out rails, lifting and packing track, tightening up bolts, adjusting switches, &c.

In addition to this general work, much relaying of track was done.

6,767 feet laid with 56-lb. rail was relaid with 72-lb. rail which had formerly been in use on the high level wharfs, and 1,215 feet of track, the 56-lb. rail of which was worn out, was relaid with good second-hand 56-lb. rail.

Heavy washouts occurred at several places on the low level wharfs, notably at the Sugar Refinery and near Molson creek, on the embankment of the track leased to the C.N.Q. Railway.

Material for filling in and making the track good, was provided from the excavation being made on the high level wharfs, for paving and track-laying, and was transported on the Harbour Commissioners' flat cars, hauled by harbour locomotive.

By May 6 one track had been got into running order so that interchange of cars from the C.N.Q. Railway could be made.

Within ten days the second track at the Sugar Refinery was made ready, switches adjusted and all made safe.

For a time during the early part of the summer, the new filling settled, but the locality was carefully watched, the tracks lifted and packed as required, and no run-off, nor other accident occurred.

A ditch was cut alongside the track at the foot of the clay bank in sections 37-38, to carry off the water which in rainy weather ran down the bank and kept the track in a swampy condition. The water was carried across the wharf in a box drain and discharged into the river.

Work of the same character was done in rear of the sugar refinery, section 46; the making of the ditches and drains was a success, the tracks at these points being kept dry the rest of the season.

Much difficulty was experienced in 1907 in maintaining wooden gates on the low level wharfs, at the railway crossings of the different ramps, and at the mouth of the Beaudry street tunnel. Rope barriers were substituted and were found to work well.

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One end of the rope is attached to a post at one side of the opening, and when necessary to block the crossing for a passing train, the gateman stretched the rope across, hooking it to a post on the other side. A red flag is suspended from the centre of the rope in day time, and a red lantern at night.

No accidents occurred at any of the crossings.

ELECTRIC LIGHTING OF THE HARBOUR.

The lighting of the harbour was continued by the Montreal Light, Heat and Power Company throughout the summer under contract.

Lighting commenced the night of May 1, with 64 lamps, which number was increased to 70 the next night; by May 6 82 lamps were in operation, and this number was increased to 141 on May 16, to 151 on the 23, 164 on the 30th, and to the maximum number 172 by June 13. This number remained practically constant for the rest of the season.

On December 3 all the lights from the Longueuil Ferry eastwards were put out of use, and on December 5 all the lights from the Victoria pier to the Longueuil ferry were extinguished.

The lamps on the high level wharfs and piers were put out on December 26, excepting 9 lamps, 3 on the Jacques Cartier, 3 on the King Edward and 3 on the Alexandra piers.

The largest number of lamps burning at any one time was 173.

LIFE SAVING EQUIPMENT.

During May and the early part of June, the water was over the coping of the low level wharfs. Guard fences at the angles of the wharfs could not be put up, but 'Danger' signs were set up on posts, and every possible precaution taken to prevent accident by drowning, and none occurred.

As soon as possible, life buoys and their accompanying poles were put in place, and the guard fences and 'Danger' signs put up.

The number of life buoys in use in 1908 was 122, an increase of 64 over 1907.

A serious theft of ropes from the life buoys occurred at various times in the early summer, and the ropes were dyed alternately red and green every five feet, as an experiment. These were substituted for the plain ropes on the buoys, and practically none were stolen afterwards.

Several lives were saved by the use of life buoys during the summer, particularly at the Victoria pier where the ferry boats are berthed.

A lady fell from the high level wharf in front of Shed No. 2 and was saved from drowning by the use of the life buoy and pole located at the centre of the shed on the river side.

A general overhauling and repairing of the ladders on the face of the wharfs was carried out, and 38 additional ladders put up between sections 18 and 46, or from the Jacques Cartier pier to the sugar refinery.

The iron steps of which the ladders are made, were made in the harbour yard.

In section 4, upper end of the Windmill Point basin, guard fences were put up around the open unprotected parts of the raceway from the canal, and the raceway from the Ogilvie Royal Mill.

GENERAL REPAIRS TO WHARFS AND WATER FRONT.

Owing to the high water in May and the early part of June, no repairs to the woodwork of the low level wharfs could be undertaken until June 10. From this date to November 21 repairing was carried on practically continuously.

The several points at which repairs were made are as follows:—

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Sections 5 to 8, Windmill Point.—The back of the cribwork of the wharf, for a length of 650 ft. had sunk from 6 inches to a foot. The old planking was taken up, the sleepers raised at the back by blocking, and new coping put on where required.

Four hundred new 4-in. plank was laid, 50 new sleepers were put in to replace rotten ones, and 350 lin. ft. of coping was put on.

Alexandra pier.—The planking on the upstream side and outer end was renewed in places.

An aggregate of 400 lin. ft. of the top of the pier was replanked.

King Edward pier.—200 lin. ft. of the top planking was renewed on the upstream side of the pier and outer end.

Jacques Cartier pier.—500 lin. ft. of the top planking was renewed on the upstream side and outer end.

Section 20, Victoria pier.—At the Elder-Dempster & Co.'s berth, on the shore side of the pier, an area of 42 x 45 ft. was strengthened to allow of machinery and other heavy cargo being carted to the side of the vessels bound for South Africa.

The wharf at this point is of pilework, with 12-inch by 12-inch caps upon the piles, sleepers or stringers upon the caps, and the whole covered with 4-inch hemlock plank.

The planks were somewhat worn and some were broken under the heavy loads being carted.

This planking was taken up, the number of sleepers doubled and two thicknesses of 4-inch plank spiked on top.

A general repair was also made to the whole of the top planking.

Repairs were made at other places on the pier, 705 lin. ft. of new coping was put on and 190 feet of the top planking was renewed.

The slip in the upstream side of the pier, for the stern gangway of the Quebec steamers, was widened by 7 feet.

A mooring ring was set at the downstream end of the pier for the stern line of the ferry steamer *Laprairie*, and the slip for the gangway of the steamer was planked to afford a better foothold for horses coming off and going on the ferry boat.

Sections 20-21.—30 lin. ft. of new coping was put on.

Section 22.—60 lin. ft. of new coping was put on and 100 ft. of the top of the wharf was replanked.

An additional mooring post was put in for the accommodation of the Allan Line vessels, berthed at this point.

Section 23.—33 lin. ft. of new coping was put on and 140 ft. of the top planking renewed.

Sections 23-24, concrete wharf.—The concrete front of the wharf, at the water-line, was badly eaten away at the time of construction, by the action of the very strong current at this point.

The work of repair was commenced late in the fall when the water was low, and was continued until the work had to be suspended owing to stress of weather.

Two hundred and forty-five feet of the front had been made good when the work ceased.

Section 27.—190 feet of the planking of the top of the wharf was renewed.

Sections 28-29.—The planking of the top of the wharf was renewed for a length of 331 feet and 206 lin. feet of new coping was put on.

Sections 29-30.—500 lin. ft. of new coping was put on and the planking of the top of the wharf was renewed for a length of 207 feet.

Section 33, Longueuil ferry berth.—120 ft. of the planking of the top of the wharf was renewed.

Sections 33-34.—315 lin. ft. of new coping was put on and the planking of the top of the wharf renewed for a length of 283 feet.

Sections 36-38, Dominion Coal Co.'s berth.—A mooring post, which had been pulled out was replaced.

Three hundred and fifty feet of the top of the wharf was sunken under the tracks, and the planking in bad condition.

As the new concrete wharf under construction is immediately in front of this wharf, only temporary repairs were made.

The tracks were lifted and blocked underneath, some filling done, and the planking renewed for an aggregate of 77 lin. ft. of the top of the wharf.

Sections 38-39 Head Line berth.—160 ft. of new coping was put on; 45 new sleepers put in and the top of the wharf replanked for a length of 240 feet.

Section 40.—170 ft. of new coping was put on.

Section 42.—195 ft. of the coping was renewed.

Section 43, Laurier pier.—The upstream side of the pier was damaged by the ice shoves and 120 lin. ft. was rebuilt three courses deep.

One hundred feet of new coping was put on at other points on the pier and 300 feet of the top was replanked.

Sections 43-44.—240 feet of new coping was put on and the planking of the top of the wharf renewed for a length of 390 feet.

Sections 45-46 Shore wharf and Sutherland pier.—The top planking of the shore wharf, above and below the pier and some of the top planking of the pier was rotten and broken. The coping was also rotten and broken in many places.

Four hundred and sixty feet of new coping was put on, 48 new sleepers were put in, and the planking of the top renewed for a length of 350 feet.

On the removal of the old planking on the downstream side of the pier, the crib-work was found empty of filling to a depth of from 2 feet to 10 feet. This was filled up with shale rock deposited near by derrick.

One mooring post which had been carried away by the ice was replaced and four mooring which were loose were reset and well bolted.

Harbour buildings, repairs.—Following an explosion of dynamite in the harbour at 12.40 p.m., November 8, a number of windows in the Harbour Commissioners' office was broken, as also practically all the windows on the city side of the machine shop.

The framework of the shop was damaged and some window sashes broken.

The broken windows at the office were renewed by the Commissioners' men from the yard, and the damage to the shop was made good by the men of the shipyard.

Several repairs of minor importance were made at the grain elevator. A bevelled pinion which operated a 'car puller' or capstan, failed twice through the wooden teeth of the pinion breaking off.

Two cast steel pinions with cut teeth were made, one put in place and the other reserved for a spare in case the second 'car puller' should fail.

A repair was made also to the hoisting drum of the marine leg.

In the Commissioners' yard the flooring of the shed where cement had been stored, was rotten and broken and was renewed.

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Harbour yard.—The repairing of the wharf plant and tools of all kinds was done in the Commissioners' yard, Papineau ave.

The whole of the water carts, road scrapers, sweeper, carts, wagons, 'diablos,' sleighs, &c., were kept in good order, and all painted red and green.

The picks and other small tools were repaired in the blacksmith shop in the yard, and a large quantity of other smith work required for wharf work was also done there.

Track jacks, rail benders and all tools which needed machining, were repaired at the Commissioners' machine shop.

GENERAL NOTES.

Latrines and drinking troughs.—The latrines of the low level wharfs which were stored away for the winter, were repaired and painted in the early spring, and placed in position for the summer as soon as possible.

All the latrines and drinking troughs, from McGill street to the rubber factory, sec. 27, were connected up and in use by May 9.

The latrine and drinking trough at Windmill Point and the remaining ones on the low level wharfs were put into service in quick succession.

When the weather became cold in November, the stand pipes connected with the latrines for supplying water to water carts, were disconnected and stored.

The troughs and latrines were continued in service for some time longer, and finally the latrines on the low level wharfs were disconnected and stored for the winter, and the water shut off from those on the high level wharfs.

All the latrines, hose reel stations, offices and shanties upon the wharfs, belonging to the Harbour Commissioners, had a fresh coat of paint of the standard colours, red and green.

Fires.—On May 22, a fire occurred on the Canadian Pacific Railway ss. *Mont-rose*, lying at the King Edward pier. Sulphur stored in a large tank in the hold of the vessel had become ignited.

The Canadian Pacific Railway watchman, in charge of the sheds ran for the Commissioners' hose reel, and attaching the hose to a hydrant on the pier, had a stream playing into the tank in a few minutes.

The Commissioners' fire 'tug *St. Peter*' also arrived quickly and provided two strong streams.

An alarm of fire was turned in from the alarm box on the pier and the city brigade responded.

Altogether seven streams were playing into the tank which was soon filled up and the fire drowned out.

On June 28., at 3 p.m., a Canadian Pacific Railway box car lying at the outer end of the King Edward pier, alongside shed No. 10, and loaded with straw, chips and other sweepings from the shed, caught afire from an unknown cause. The fire was extinguished in a few minutes with a stream from the Commissioners' hose reel station at the end of the pier.

On July 2, the planking of the top of the wharf in section 25, caught fire and was extinguished with buckets of water, by the cleaning gang which was working nearby.

At 10 a.m., on July 14, fire started in a pile of sulphur in bags, on the Windmill Point wharf, sections 9-10.

The Commissioners' tug *Robert Mackay*, working in the vicinity, saw the smoke, whistled for the fire tug *St. Peter* and pending her arrival, did what could be done with her own small hose. The *St. Peter* had a stream playing on the fire within two minutes after the fire call.

The fire was extinguished in about 25 minutes.

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On July 16, at about 3 p.m., fire broke out afresh in the bags of sulphur. The fire was noticed from the machine shop and the *St. Peter* went over immediately and extinguished the fire in 15 minutes.

On the evening of August 21, a number of vacant sheds near the upper end of the Windmill Point basin, and owned by the Montreal Rolling Mills Co., were seen to be on fire.

The fire tug *St. Peter*, which was lying at the machine shop, immediately went to the scene and within seven minutes had a stream playing on the fire.

The sheds were situated at about 120 ft. back from the edge of the wharf.

The stream from the fire tug was instrumental in saving some freight cars which were standing on the track within 40 ft. of the fire.

The city fire brigade arrived ten minutes after the *St. Peter*, and the fire was soon extinguished.

On October 16, at 10.30 a.m., a small fire occurred on a derrick scow belonging to Messrs. P. Lyall & Sons, which was lying alongside shed No. 11. In response to a telephone message the *St. Peter* immediately went to the scene and provided two strong streams. The damage was slight.

On December 5, at 3.30 p.m., some Grand Trunk Railway box cars standing on the Mackay pier were seen to be on fire. Owing to the shallow water no tug could reach the fire and the burning cars were too far away from the shop to be reached by hose.

Before the Grand Trunk Railway Company could be communicated with, a locomotive arrived and pulled the burning cars away.

No damage was done to any harbour property.

On December 5, at 9.30 p.m., some tarpaulins being used in sheds Nos. 3 and 5, to protect the division wall being put up, caught fire from a 'Salamander' heater. Six old tarpaulins were destroyed but no damage was done to the sheds, nor to the freight lying in them.

The gates closing the openings in the flood wall were all removed during the week ending April 25.

The overhead foot bridge, from Commissioners street to the outer end of the Victoria pier was opened for traffic on May 9.

The first vessel in the harbour to get under way in the spring of 1908 was the Harbour Commissioners' tug *Alphonse Racine*, which made a trip through the central portion of the harbour, at 2.30 p.m., on April 14.

Respectfully yours,

J. M. NELSON,
Assistant Engineer.

MONTREAL, Dec. 31, 1908.

W. J. SPROULE, Esq.,
Assistant Chief Engineer.

DEAR SIR,—I beg leave to report on the operations of the saw-mill and timber boom for the season of 1908.

The actual working time of the saw-mill has been 200 days, cutting up timber and plank for shipyard and fleet repairs, planking and ties for railway tracks, square, flat and dimension timber, planks and boards for the new cribwork, and general repairs.

Forty-three carloads of timber and plank were received in the spring, four large rafts during the summer, and fourteen carloads and five barge loads in the fall, part of which has been sawn and used, and the balance has been lifted out on to the wharf and placed in moulinettes, so that it can be sawn during the winter, for shipyard use and for stock next season.

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The following work has been done for the improvement of the saw-mill:—

The foundations of the mill and engine and boiler room, which are on piles, have been filled up and packed with cinders and hard material from city, to stop the shaking or vibration of the building. The dump has been extended with material from city excavations and from Bickerdike pier to enable the timber, plank, railway ties, &c., to be landed on the level of the wharf, and to give room for a trestle and rollers at the back of the mill, by which to butt both ends of timber or plank going out. A new roller delivery slide has been built, which carries timber into the boom, direct from the saw without any handling.

The water intake for the supply of the fire pump and boiler was deepened two feet in October on account of the low water in the river. A new saw-mill office, 18 ft. by 14 ft., has been built on the Bickerdike pier near the mill.

The mill has been kept in fuel with slabs and sawdust, and 208 cords of slabs have been sold.

The timber, lumber, &c., sawn in the mill have been produced promptly when required, which would not likely have been the case if it had been necessary to have the sawing done at the city mills.

Sawing done in 1908 was 1,987,829 ft. B.M. of soft wood, and 88,908 ft. B.M. of hard wood.

W. R. LUNAN,
Timber Inspector.

Mr. F. W. COWIE,
Chief Engineer, Harbour Commissioners.

MONTREAL, December 31, 1908.

DEAR SIR,—I have the honour to transmit herewith my report of the progress made in the construction of the steel freight sheds and conveyor galleries during 1908.

I beg to state that the contractors' work has now stopped on the new freight sheds and conveyor galleries, the construction having been completed with the exception of a few finishing touches here and there, which cannot be done until the snow is gone and there is no danger from frost.

The sheds will be fully ready for occupation at the opening of navigation, 1909, and it is a remarkable feature of the contract that with the exception of the above few details, the main programme of construction under the alteration contract is ahead of the time promised by the contractors, Messrs. Peter Lyall & Sons.

I am, sir, yours obediently,

FREDERICK L. GAGNON,
Assistant Engineer.

REPORT OF PROGRESS OF NEW STEEL FREIGHT SHEDS DURING 1908.

Shed No. 2, Bulkhead Wharf, Sections 12 and 13.

This shed which had been about 98 per cent completed in 1907, was entirely finished during this year.

The rolling doors of the sides, all the window sashes of the roadway side and some of the window fasteners were erected.

Shed No. 3, Alexandra Pier.

The steel work of this shed and its conveyor gallery were erected. The reinforced concrete floor and roof and all the concrete work of the skylights were put in. The corrugated iron siding of shed and conveyor gallery including all the glazed window sashes and their patent adjusters, were erected.

The new steel sliding doors and the rolling doors of the end and sides of shed were erected. The painting of the steelwork and the whitewashing of the ceilings were completed. The roof covering, down spouts and winch gallery floor on riverside were all erected and finished.

The reinforced concrete partition-wall was also erected and completed.

The small detail's specified in the alteration contract such as hoods over sliding doors, fire doors in partition walls, increased height of sliding doors on roadway side, were all finished.

Shed No. 4, Alexandra Pier.

This shed was about 92 per cent erected during previous years, was entirely completed.

The work was done during present year included the erection of all window sashes in doors on roadway side and in conveyor gallery.

The reinforced concrete division fire-wall, the painting of steel work and whitewashing of ceilings were finished. The roofing and down spouts were also erected.

Shed No. 5, Alexandra Pier.

The steelwork of shed and conveyor gallery was erected. The reinforced concrete floor and roof arches including finished upper floor were also laid.

The corrugated iron siding of main shed and conveyor gallery including all glazed window sashes and their patent fasteners were completed. All the concrete work of skylights was finished.

The roof covering of main shed and conveyor gallery, the down spouts and eave troughs and winch gallery on riverside of shed were all completed.

All ramps of both lower and upper floor were paved with stone blocks. The new steel sliding doors and rolling doors were erected and completed. All the steelwork was painted and the ceilings whitewashed.

Shed No. 6, Alexandra Pier.

All the steelwork of main shed and its conveyor gallery were erected and completed.

The reinforced concrete floor arches with the finished floor of the second storey were all laid. The reinforced concrete roof slabs and concrete work of the skylights and conveyor gallery were all laid.

The ramps of both floors were all paved with stone blocks. The steelwork was all painted and the ceilings whitewashed. The corrugated iron siding of the shed and conveyor gallery including all glazed window sashes with their patent fasteners, was erected.

The new steel sliding doors and rolling doors were completed. The roof covering down spouts and eave troughs and winch gallery on riverside of shed were also completed.

Shed No. 7, King Edward Pier.

This shed which had been about 90 per cent erected in previous years was completed. Some corrugated iron details and galvanized ironwork, down spouts and patent fasteners were completed.

Shed 8, King Edward Pier.

This shed which was 95 per cent erected in previous years was completed.

Some galvanized and corrugated iron work, down spouts, window sashes and whitewashing of ceilings were finished.

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Shed No. 9, King Edward Pier.

The shed which was 97 per cent finished in previous years, was completed.

The reinforced concrete division-wall, the glazed window sashes on roadway side, the sliding doors at river end, the down spouts and the roof covering were all finished.

Shed No. 10, King Edward Pier.

This shed which was about 70 per cent erected in previous years, was completed.

The wooden sliding doors and the rolling doors were all hung in position. The reinforced concrete division-wall and its fire door, the corrugated iron siding of shed and its conveyor gallery, the roof covering, eave troughs and down spouts, all the glazed window sashes and their fasteners were completed.

Shed No. 11, Bulkhead wharf, section 17.

The steelwork of shed and conveyor gallery, the reinforced concrete floor arches including finished floor of upper story, the reinforced concrete roof arches of shed and conveyor gallery were all done.

The reinforced concrete floor of lower floor was also put in and all the ramps were paved with stone blocks. The corrugated iron of shed and conveyor gallery including all glazed window sashes and patent fasteners were completed.

The new steel sliding doors and rolling doors were all hung in position. The steelwork was all painted and ceilings whitewashed. The roof covering, concrete work of skylights, eave troughs, down spouts and winch gallery on riverside were also finished.

On October 3, this shed was the scene of a very agreeable function. The Hon. Minister of Marine and Fisheries, the Harbour Commissioners and their staff and the invited public witnessed the driving of the last rivet of the second group of sheds completing the erection of the steel work of the sheds in the harbour of Montreal.

This function was commemorated by a bronze tablet which was erected on the west end pilaster of this shed.

Shed No. 12, Jacques Cartier Pier.

This shed which was 85 per cent erected in previous years, was also completed.

Some reinforced concrete floor arches on the upper floor of the riverside part of the corrugated iron siding, the glazed window sashes and patent fasteners, the roof covering of the shed, the eave troughs and down spouts and the rolling doors were all finished.

All the ramps of this shed were paved with stone blocks. The steel work was painted and all ceilings whitewashed.

Shed No. 13, Jacques Cartier Pier.

The main steel work of shed was completed. The reinforced concrete floor of the lower floor, the reinforced concrete floor arches and finished floor of the upper storey and the reinforced concrete roof arches and concrete work of skylights, were all finished.

The ramps of both floors were paved with stone blocks. The new steel sliding doors and rolling doors were also erected. The corrugated iron siding with all glazed window sashes and patent fasteners were completed.

The steel work of the shed was all painted and the ceilings whitewashed. The reinforced concrete division fire wall and its automatic fire door were erected.

All the galvanized iron and corrugated iron details, roof covering, eave troughs, down spouts and winch gallery on riverside were completed.

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Shed No. 14, Jacques Cartier Pier.

The steel work of this shed was all completed. The reinforced concrete floor of the lower floor the reinforced concrete floor arches and finished floor of upper story, the reinforced concrete roof and concrete work of skylights were all finished.

The ramps were all paved with stone blocks. The corrugated iron siding, the glazed window sashes and patent fasteners were completed. The new steel sliding doors and rolling doors were completed and hung in position.

The steel work was painted and all ceilings whitewashed. The roof covering, eave troughs, corrugated iron and galvanized iron details, the down spouts and winch gallery on riverside of shed, were all erected and finished.

The reinforced concrete division fire wall and its fire door were erected.

Shed No. 15, Jacques Cartier Pier.

The steel work of this shed was all erected and completed. The reinforced concrete floor of the lower floor, the reinforced concrete floor arches with finished floor of the upper story, the reinforced concrete roof and concrete work of skylights were all finished.

The corrugated iron siding with all glazed window sashes and patent fasteners, the rolling doors and the new steel sliding doors were erected and completed. The steel work was painted and all ceilings whitewashed.

The ramps of both floors were paved with stone blocks. The roof covering, the galvanized and corrugated iron details, the eave troughs, the down spouts and the winch gallery on riverside of shed were finished.

Shore Conveyor Galleries 16, 17, 18, 19. Towers 'A,' 'B,' 'C,' 'D.'

These towers and conveyor galleries which had been partly erected during previous year, were completed this year. The work of completion included the erection of the steel work of galleries 16 and 18 and of towers 'B' and 'D'; the reinforced concrete floor and roof arches, the corrugated iron siding and the window sashes and patent fasteners.

The completion of the structure of the shore conveyor galleries and towers enabled the machinery to be rushed in and erected, giving the Commissioners the use of this elevator system.

VICTORIA PIER FOOT BRIDGE.

This bridge, which is under lease to the city of Montreal, was not looked after by the Harbour Commissioners during 1908.

F. W. COWIE, Esq.,
Chief Engineer,
Harbour Commissioners.

MONTREAL, December 31, 1908.

DEAR SIR,—I beg to submit, for your information, and that of the Commissioners, my report of the Harbour Commissioners' Elevator No. 1 for the season of 1908.

I am pleased to report that the past season has been the best of any since the elevator was erected, in fact the grain handled was double that of any previous year, as per figures given in statement which I attach hereto.

The winter repairs to be made to the elevator consist of overhauling elevator legs, replacing buckets, babbitting boxes, &c., all ordinary repairs that may occur in any elevator in active operation; otherwise the elevator is in first class condition.

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The number of crafts unloaded during 1908 is as follows:—149 steamers and 126 barges, making a total of 275 vessels.

Since my last annual report, the conveyor system has been completed and connected to the elevator, whereby ten ships can receive grain without leaving their berths, four of which can be loaded at the same time, at an average of 15,000 bushels per hour on each belt, or a total capacity of 60,000 bushels per hour.

Our conveyor system is the largest, finest and most important in the world, and everything in connection therewith has worked to perfection during the past season.

The maximum load carried in the elevator during the past year amounted to about 75 per cent of its carrying capacity.

The whole respectfully submitted,

Yours obediently,

JERE NEHIN,
Superintendent, Harbour Commissioners,
Elevator No. 1.

STATEMENT by Harbour Commissioners' Elevator No. 1, of Grain received and delivered during 1908.

GRAIN RECEIVED.

Kind of Grain.	Number of Bushels.	Total.
In store at end of season 1907.....		169,370
Wheat.....	6,510,817	
Corn.....	58,894	
Oats.....	925,805	
Flaxseed.....	727,456	
Barley.....	295,499	
Rye.....	142,879	
Total received, season 1908.....		8,661,350
Grand total		8,830,720

GRAIN DELIVERED.

By conveyor system to vessels.....	6,967,739	
By loading towers to vessels.....	318,604	
By elevator to cars.....	626,194	
By elevator in bags.....	337,507	
By elevator to teams.....	433,867	
Total delivered, season 1908.....		8,683,911
In store at end of season 1908		146,809
Grand total		8,830,720

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HARBOUR DREDGING.—Statement showing the number of days worked by each dredge and the quantity dredged at each place in the Harbour of Montreal in 1908.

Number of Dredge.	Places at which Dredging was Done.	TIME OF SERVICE.		QUANTITIES DREDGED.		Character of Material Dredged.
		Days.	Total.	Cubic Yards.	Total Yards.	
Spoon Dredge John Kennedy (No. 2).	Windmill Point Basin, Sections 5 to 11.....	78	.....	30,150	.....	Hard rock, loose rock and stones.
	Shoal, Sections 12S to 14S	2 $\frac{1}{4}$	.....	2,250	.....	Blasted rock and some silt.
	Basins, Sections 14N to 17N.....	7	.....	4,650	.....	Sand, stones and some mud.
	Crib Seats, Sections 24 and 25.....	13	.....	3,825	.....	Sand and stones.
	Crib Seats, Section 37.....	$\frac{3}{4}$	.....	.....	.....	Sinking cribs.
	Ship Channel in Current St. Mary, Secs. 30 to 37.....	81	.....	73,050	.....	Gravel, sand and stones.
Spoon Dredge No. 4.	Windmill Point Basin, Sections 5 to 11.....	31	.....	7,015	.....	Hard rock, loose rock, stones, etc.
	Shoal, Sections 12S to 14S	122	.....	57,134	.....	Blasted rock, stones and silt.
	Basins, Sections 12N to 20N.....	16	.....	8,154	.....	Sand, stones, mud and some rock.
	Crib Seats, Section 37.....	11	645	Sand and stones.
Grand totals.....		362	186,873	

GEO. SMART, Accountant.

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HARBOUR DREDGING.—Statement showing the number of days worked by each dredge and the quantity dredged at each place in the Harbour of Montreal in 1908. (The quantities are cubic yards, scow measurement, and the cost includes everything but derrick work.)

Places where Dredges Worked.	Vessels.	TIME OF SERVICE.		QUANTITY DREDGED.		COST PER CUBIC YARD.		Character of Material Dredged.
		Days.	Total.	Cubic Yards.	Total Yards.	Each Dredge.	Average	
Windmill Pt. Basin, Sections 5 to 11....	John Kennedy..	78	.....	30,150	.....	56·55	.....	Cents. Cents.
" " "	No. 4.....	31	.....	7,015	.....	78·05	.....	Hard rock, loose rock and stones.
			109	—	37,165	—	60·61	
Shoals, Sections 12S to 14S.....	John Kennedy..	24	.....	2,250	.....	21·85	.....	Blasted rock, stones and silt.
" " "	No. 4.....	122	.....	57,134	.....	37·71	.....
			124 $\frac{1}{4}$	—	59,384	—	37·11	
Basins, Sections 12N to 20N.....	John Kennedy..	7	....	4,650	.....	32·93	.....	Sand, stones and some mud.
" " "	No. 4.....	16	....	8,154	.....	34·66	.....
			23	—	12,804	—	34·02	
Crib Seats, Secs. 24 and 25	John Kennedy..	13	.....	3,825	.....	78·24	.....	Sand and stones.
			13	—	3,825	—	78·24	
Crib Seats, Sec. 37.....	John Kennedy..	$\frac{3}{4}$	.....	.....	.....	.....	.....	Sinking cribs, sand and stones.
" " "	No. 4.....	11	.....	645	.....	.....	.....
			11 $\frac{3}{4}$	—	645	—	.....
Ship Channel in Cur- rent St. Mary, Sec- tions 30 to 37	John Kennedy..	81	73,050	24·23	Gravel, sand & stones.
			81	—	73,050	—	24·23	
Grand totals...			362	186,873	...	38·30	

GEO. SMART, *Accountant.*

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HARBOUR DREDGING—Cost of Harbour Dredging Fleet in 1908 (including all charges for tug, scow and derrick service, credits for work done outside of regular services not included).

Name of Dredge.	Day Service of Dredge.	COST OF DREDGES.		COST OF TUGS.		COST OF SCOWS, &c.		COST OF DREDGE INCLUDING SCOW N. 2. Tug. Scow. 1st.	
		Per day of Dredge.	Total.	Per day of Dredge.	Total.	Per day of Dredge.	Total.	Per day of Dredge.	Total Cost.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dredge John Kennedy	180	80 98½	14,567 63	64 98½	11,688 42	60 38½	10,889 14	200 25	37,125 19
Dredge No. 4.....	182	63 96½	11,642 19	64 98½	11,818 30	60 38½	10,888 90	189 28½	34,450 39
Totals.....	302	72 45	26,209 82	64 98½	28,506 72	60 38½	21,858 04	197 72	71,557 56
Floating Derricks, employed in handling materials dredged									34,740 00
Total cost of Fleet working at Harbour Dredging and Filling.....									106,115 56
Derricks handling Timber and Wharf materials									4,220 90
Total for Regular Harbour Fleet.....									110,336 46

GEO. SMART, Accountant.

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Harbour Dredging—Statement showing cost of Harbour Commissioners' dredging by different dredges, with their proportion of tug and scow service for 1908.

Vessels,	Dredge Service,	Tug Service,	Scow service and sundries,	Dredge with scow and scow service,	Time of service,	Cost per day dredged,	Quantity dredged,	Additional cost per cubic yard of earth removed.	Proportion of materials dredged.
	Cost,	Proportion of cost.	Proportion of cost.	Cost,	Days,	Cents.	Cents.		
	\$ ots.	\$ ots.	\$ ots.	\$ ots.	ots.	ots.	ots.		
Dredge No. 2	14,567 63	11,688 42	10,869 14	37,125 19	182	206 25	113,925	25%	78%
" No. 4	11,642 19	11,818 30	10,989 90	34,450 39	180	189 28 ¹	72,948	47·22	22 ¹
Totals and averages	26,209 82	23,506 72	21,859 04	71,575 58	302	197 72	186,873	38·30	54%
									46%

GEO. SMART, Accountant.

MARINE AND FISHERIES

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HARBOUR DREDGING—Portion of cost in 1908, charged to Dredging Account.

Place where Dredged.	Place where Deposited.	Amount to Dredging Account.	Total.
		\$ cts.	\$ cts.
Basin, Sections 5 to 11....	New Wharf Section 24..... " Sections 35 & 36..... Spoil Bank, Sections 54 to 64..... " Section 12 south..... Harbour Repairs, Tarte Pier..... " Sutherland Pier.....	123 96 1,605 63 11,527 14 1,289 77 112 09 56 04	14,714 63
Shoal Sections 12 and 14s....	New Wharf, Section 24..... " Sections 35 & 36..... Spoil Bank, Sections 47 to 54..... " Section 74..... " Section 12s..... Harbour Repairs, Section 4..... " Section 28..... " Laurier Pier.....	2,434 52 4,482 09 7,797 64 673 48 968 14 42 09 168 37 315 69	16,882 02
Basins, Section 12n to 20n....	New Wharf, Sections 35 & 36..... Spoil Bank, Sections 47 to 54.....	1,793 97 1,602 10	3,396 07
Crib Seats, Section 24 & 25..	Spoil Bank, Sections 47 to 54.....	1,859 99	1,859 99
Crib Seats, Section 36 & 37..	New Wharf, Section 36.....	1,114 75	1,114 75
Ship Channel, Sections 30 to 37 in Current St. Mary....	New Wharf, Section 24..... " Sections 35 & 36..... Spoil Bank, Sections 47 to 54.....	1,021 64 12,651 36 2,501 47	16,174 47
Grand Total charged to Dredging Account.....			54,141 93

GEO. SMART, *Accountant.*

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HARBOUR DREDGING—Cost of portion of Material charged to place where the dredgings were used in 1908 (half cost of dredging and handling by derricks charged to dredging account, as per accompanying statement).

Place Where Deposited.	Place Where Dredged.	QUANTITY DEPOSITED.		Half Cost Charged to Depositing.
		Cubic Yards.	Total Yards.	
New wharf, sections 35 and 36.	Basin, sections 5 to 11 Shoal, sections 12 to 14S Basins, sections 12 to 20 Crib seats, section 37 Ship channel, sections 31 to 37 Wharf scows	3,900 15,972 6,975 645 56,756 1,854	86,102	\$ 18,474·87
New wharf, section 24	Basin, sections 5 to 11 Shoal, sections 12 to 14S Ship channel, sections 31 to 37 Wharf scows	2,850 7,900 4,725 1,050	16,525	3,429·77
Spoil bank, sections 47 to 54	Basin, sections 5 to 11 Shoal, sections 12 to 14S Basin, sections 12 to 20 Crib seats, sections 24 and 25 Ship channel, sections 31 to 37 Wharf scows	29,365 27,787 5,829 3,825 11,569 5,625	84,000	26,357·88
Spoil bank, sections 69 to 74	Shoal, sections 12 to 14S	2,400	2,400	673·49
Spoil bank, section 12S	Basin, sections 5 to 11 Shoal, sections 12 to 14S	3,150 3,450	6,600	2,257·90
Harbour repairs :—				
Section 4	Shoal, sections 12 to 14S	150		42·09
Alexandra pier	Canal entrance	450		85·56
Laurier pier	Shoal, sections 12 to 14S	1,125		315·70
Tarte pier	Basin, sections 5 to 11	300		112·08
Sutherland pier	" "	150		56·04
Section 28	Shoal, sections 12 to 14S	600		168·37
	Grand Totals	2,775	198,402	51,973·65

NOTE.—Of the above quantity, 16,750 cubic yards was deposited from dump scows and 181,652 handled by floating derricks.

GEO. SMART, Accountant.

MARINE AND FISHERIES

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HARBOUR DREDGING—Statement showing particulars of cost of working the different vessels employed in Harbour dredging in 1908.

GEO. SMART, *Accountant.*

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HARBOUR DREDGING.—Comparative Cost from 1876 to 1908, inclusive. (The quantities are scow measurement, and the cost includes handling by floating derricks.)

	Years.	Cubic Yards Dredged.	Total Cost.	Cost per Cubic Yard.	Kind of Dredges Employed.
					\$ \$ cts.
1876.....		156,082	55,462	35 ⁵ ₀ ⁰	
1877.....		173,499	45,103	26	
1878.....		211,731	48,748	23	
1879.....		189,609	41,006	21 ⁶ ₃ ⁰	
1880.....		186,430	46,914	25 ¹ ₆ ⁰	
1881.....		170,764	54,128	31 ⁶ ₉ ⁰	
1882.....	{	187,339 9,429	53,598 13,254	28 ⁶ ₀ ⁰ 1 40 ⁶ ₀ ⁰	Spoon dredges and stone-lifters. Elevator dredges.
		196,768	66,852	33 ⁹ ₆ ⁰	Totals and average.
1883.....	{	36,358 6,990	17,950 19,385	49 ³ ₈ ⁰ 2 77 ³ ₀ ⁰	Spoon dredges and stone-lifters. Elevator dredges, lifting rock and boulders and clearing up.
		43,348	37,341	86 ¹⁴ ₀ ⁰	Totals and average.
1884.....		125,648	49,468	39 ³⁷ ₀ ⁰	Spoon dredges and stone-lifters.
1885.....		69,494	28,563	41 ¹⁰ ₀ ⁰	" "
1886.....		57,728	25,772	44	" "
1887.....		36,993	23,259	62	" "
1888.....	{	73,150 2,077	36,690 1,333	50 ¹⁶ ₀ ⁰ 64 ¹⁸ ₀ ⁰	Elevator dredges.
		75,227	38,023	50 ⁵⁴ ₀ ⁰	Totals and average.
1889.....	{	205,283 9,420	54,574 2,996	26 ⁵⁸ ₀ ⁰ 31 ⁸⁰ ₀ ⁰	Spoon dredges and stone-lifter. Elevator dredge.
		214,703	57,570	26 ⁸¹ ₀ ⁰	Totals and average.
1890.....		186,670	53,674	28 ⁶⁰ ₀ ⁰	Spoon dredges and stone-lifter.
1891.....	{	259,267 43,290	49,571 14,232	19 ¹² ₀ ⁰ 32 ⁸⁷ ₀₀	Spoon dredges. Elevator dredge.
		302,557	63,803	21 ⁸ ₀ ⁰	Totals and average.
1892.....		361,947	93,595	25 ¹⁵ ₈ ⁰	Spoon dredges.
1893.....		235,280	93,050	39 ¹⁶ ₀ ⁰	"
1894.....		312,430	98,858	31 ⁰ ₄ ⁰	"
1895.....		496,528	99,400	20 ² ₀ ⁰	"
1896.....		401,938	103,317	25 ¹⁰ ₀ ⁰	"
1897.....		284,844	68,211	23 ³⁵ ₀ ⁰	"
1898.....		456,458	61,012	13 ³⁷ ₀ ⁰	"
1899.....		963,131	100,163	10 ⁰ ₆ ⁰	"
1900.....		1,323,871	163,541	12 ⁸⁵ ₀ ⁰	"
1901.....		1,359,221	190,242	14	"
1902.....		1,179,726	217,986	18 ⁴⁸ ₀ ⁰	"
1903.....		854,510	226,736	26 ⁵³ ₀ ⁰	"
1904.....		810,723	247,914	30 ⁵⁸ ₀ ⁰	"
1905.....		324,187	141,059	43 ¹⁵ ₀ ⁰	"
1906.....		246,525	113,749	45 ⁰⁴ ₅ ⁰	"
1907.....		257,321	112,611	43 ⁷⁶ ₀ ⁰	"
1908.....		186,873	106,115	51 ³⁰ ₀ ⁰	"

Includes depreciation and every expense except interest.

GEO. SMART, Accountant.

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STATEMENT showing Expenditures by the Engineering Department for the year ended December 31, 1908.

EXPENDITURE ON CAPITAL ACCOUNT.

New Steel Sheds, sections 12 to 18:—

P. Lyall & Sons—

January estimates, for month of December, 1907.	\$126,339 32
February estimates, for month of January, 1908.	61,732 57
April estimates, for month of March, 1908.	44,757 79
May estimates, for month of April, 1908.	42,897 67
June estimates, for month of May, 1908.	85,789 54
July estimates, for month of June, 1908.	63,997 34
August estimates, for month of July, 1908.	160,674 74
September estimates, for month of August, 1908.	87,461 27
October estimates, for month of September, 1908.	80,400 38
November estimates, for month of October, 1908.	23,284 40

Total paid to Messrs. P. Lyall & Sons. \$777,335 02

General charges during the year for salaries, filling material and various materials	27,914 55
	\$805,249 57

Deduct, scoria blocks provided for paving sheds, used for paving wharfs in 1908.	26,205 30
--	-----------

Total expenditure on new steel sheds in 1908. \$779,044 27

Elevator conveyor equipment.	199,246 16
Grain elevator No. 1.	547 00
Harbour improvements, paving of wharfs, dredging, blasting, &c.	190,499 31
Harbour railway, new works and improvements.	47,032 42
Windmill Point wharf (Bickerdike pier).	4,084 57
New concrete wharf, section 24.	24,628 55
“ “ sections 35 to 37.	100,381 31
Piling wharf, section 35.	1,480 67
Windmill Point wharf raising (Ogilvy raceway).	2,700 00
Reconstruction of raceways, Windmill Point wharf.	10,514 92
Spoil bank at shipyard, section 12 S.	2,257 90
“ sections 51 to 74.	27,031 37
Harbour dredging, portion charged to deepening.	\$14,729 93
Ship channel dredging in current St. Mary.	16,174 47

New floating crane.	30,904 40
New transporters.	12 50
Railway plant.	2,462 32
Harbour plant.	659 65

Total expenditure on capital account. \$1,514,149 51

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EXPENDITURE ON MAINTENANCE ACCOUNT.

Harbour repairs and cleaning of wharfs.....	\$60,883	83
Maintenance of railway tracks.....	19,040	48
Repairing G. T. R. and C. P. R. tracks.....	6,249	51
Grain elevator, operation and maintenance	39,024	91
Harbour lighting of wharfs.....	8,284	97
Harbour surveys.....	1,921	51
Buoys and beacons.....	217	82
Total expenditure on maintenance account.....	135,623	03
Grand total expenditure by engineering department in 1908..	\$1,649,772	54

GEO. SMART, *Accountant.*

LIST OF HARBOUR COMMISSIONERS' DREDGING PLANT, 1908.

DESCRIPTION OF VESSEL.	HULL.				ENGINES.				REMARKS.
	Length. Ft. in. over all	Breadth. Ft. in. Beam.	Depth. Ft. in. Overall	When Built.	Kind of Engine.	No. of cylinders.	Dia. of cylinders.	Length of Stroke. Inches.	
DREDGES.									
Boom Spoon Dredge, John Kennedy.....	90 0	36 0	10 3	1892 } 1900 }	Horizontal non-condensing.	2	16	18	128 40
Boom Spoon Dredge, No. 4.....	90 0	36 0	10 9	1899 }		2	16	18	7 40
Clam Shell Derrick, No. 1.....	76 0	27 6	8 0	1890 }	Horizontal	2	12	14	110 Wooden hull.
" " No. 3.....	76 0	27 6	8 0	1892 }		2	12	14	" "
" " No. 4.....	75 0	26 10	7 6	1892 }	non-condensing.	2	12	14	" "
" " No. 5.....	75 0	26 10	7 6	1892 }		2	12	14	" "
" " No. 6.....	75 0	26 10	7 6	1892 }		2	12	14	" Three 5in. steam drills
Drilling and Blasting boat.....	80 0	27 0	5 6	1895		.....	.....	.....	Rebuilt
Tug St. Peter Tug Boats.	74 8	16 1	8 6	1875 }	Vertical	1	20	22	135 Wooden hull, 1903
" Courier	36 9	9 3	6 2	1900 }	non-condensing.	{ 1	10	12	125 Composite hull.
" Alberdeen.....	79 3	18 3	9 0	1895 }	Vertical	{ 1	16	24	125 Steel hull.
" Robt. Mackay	81 9	17 6	10 0	1899 }	condensing.	{ 1	16	24	"
" Alphonse Racine.....	90 0	18 6	12 1	1905 }		{ 1	32	24	"
Testing Boat.	{ 73 3 73 3	14 0 14 0	3 1 3 1	1897	.....	{ 1	16	24	{ Two wooden scows braided 15ft. apart.
SCOWS.					Capacity.				All wood.
1 Flat deck scow, No. 17.....	75 0	20 2	6 0	1876	67½ cubic yards.	.....	.....	.....	"
" No. 18.....	75 4	20 4	6 3	1876	67½	.....	.....	.....	"
" No. 19.....	75 6	20 3	6 5	1878	67½	.....	.....	.....	"
" No. 20.....	75 6	20 3	6 3	1878	67½	.....	.....	.....	"
2 " Nos. 21 and 22	85 0	25 0	7 5	1891	150	.....	.....	.....	"
2 " Nos. 23 and 24	85 0	25 0	6 9	1891	150	.....	.....	.....	"
2 " Nos. 25 and 29	85 0	25 0	6 9	1892	150	.....	.....	.....	"
5 " Nos. 31 and 35	85 0	25 0	6 9	1893	150	.....	.....	.....	"
2 Dump Scows Nos. 36 and 37....	106 0	26 10	9 6	1899	200	.....	.....	.....	"
1 " No. 38.....	106 0	26 10	9 6	1900	200	.....	.....	.....	"
2 Flat Deck Nos. 39 and 40.....	85 0	25 0	7 6	1903	150	.....	.....	.....	"
2 " Nos. 41 and 42	87 0	25 0	7 6	1904	150	.....	.....	.....	"

APPENDIX No. 2.

REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1908.

(Under the Authority of the Quebec Harbour Commissioners' Act, 1899).

QUEBEC, February 2, 1909.

J. G. DESBARATS, Esq.,
 Acting Deputy Minister of Marine and Fisheries,
 Ottawa.

DEAR SIR,—I have the honour to inclose, you herewith, in duplicate the Quebec Harbour Commissioners' report for 1908 prepared in conformity with the provisions of the 'Quebec Harbour Commissioners' Act, 1899,' and also a complete statement of the Commissioners accounts for the same year.

I have the honour to be, sir,

Your most obedient servant,

JAS. WOODS,

Sec.-Treas.

QUEBEC, January 2, 1909.

To the Honourable
 L. P. BRODEUR, M.P.,
 Minister of Marine and Fisheries,
 &c., &c., &c.,
 Ottawa.

SIR,—In compliance with the requirements of the Act 62-63 Victoria, chapter 34 (The Quebec Harbour Commissioners' Act, 1899), I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1908.

CHIEF ENGINEER'S REPORT.

The annexed report (marked 'A') from the Chief Engineer, Mr. St. Geo. Boswell, conveys the usual information in relation to the harbour works, and the various additions and reparations made to them and to the other properties of the Commissioners during the year.

WHARFINGER'S REPORT.

The annexed report (Marked 'B') from the Wharfinger, Mr. P. Flynn, gives information regarding the number of vessels using the Louise docks, cargoes discharged, &c., and surface traffic during the year.

HARBOUR MASTER'S REPORT.

The annexed report (marked 'C') from the Harbour Master, Mr. J. C. Sullivan, gives information regarding the opening and closing of navigation, formation of ice, &c.

PREMISES LEASED.

There were no material changes in 1908 in wharfs and stores which the Commissioners lease, and which are always made for one year, with a right of cancellation if any of those properties were required for harbour improvements.

The leases of the following tenants were renewed for one year:—T. Davidson & Co., J. J. Murphy, E. M. Lennon & Co., Whitehead & Turner, John S. Thom, J. B. E. Letellier, Jos. Gingras, C.P.R. Co., Canadian Import Co., Madden & Son, Nérée Gilbert, Julien Lapointe, Quebec Coal Co., J. B. Renaud & Co.

The front of Atkinson's wharf was leased to Mr. Henri Manier and La Cie de Navigation de Quebec; Marmeto wharf to R. Borland & Co., and 200 feet of frontage in the inner basin to the Canadian Import Company.

REPAIRS TO PROPERTIES.

Careful attention has been paid to the various properties of the Commissioners to maintain and bring them up to a first-class condition.

LOUISE DOCKS.

The work of securing the cross-wall, referred to in the report of 1907 was completed last winter, in all 100 tie rods have been placed in this wall.

The Chief Engineer, in his report, gives details as to the works in 1908.

For the work under contract, the new quay frontage is rapidly approaching completion, and it is expected that it will be finished early in the summer of 1909. The frontage in the inner basin is now completed, except for a small amount of top dressing. In the outer or tidal basin, some 12 feet of filling is yet required in the cribs to bring them up to coping level.

With the completion of this work and the increased depth that it has given to the quay frontage, the position of the Commissioners to meet the requirements of the trade of the port will be greatly improved, as they will then be able to accommodate in the outer basin, seven steamships and eight in the inner basin.

At the Point-à-Carey wharf, breakwater and breakwater extension, four of the largest steamships can be berthed at one time, and the completion of the filling at the breakwater extension wharf will make another steamship berth on the St. Lawrence face.

The Commissioners have entered into a contract with Messrs. Madden & Son to introduce water and drainage on the Louise embankment. The contract calls for the completion of this work before April 1, 1909, so that all vessels coming to this port during 1909 will be able to obtain city water, Commissioners having made the necessary arrangements with the city authorities.

The frontage facing the River St. Charles has been put in good condition, and level raised so as to protect the railway lines from wash outs.

Roadway, &c. It is the intention of the Commissioners to carry the roadway on the embankment farther north (nearer the St. Charles' frontage) so as to increase the space that can be used for storage between deep water dock frontages and the roadway. The paving blocks and other material required to pave this new roadway are now on hand and the work will be carried out with all possible dispatch.

Car Ferry Service.

The Quebec & Lévis Ferry Co., intend establishing a car ferry service between Quebec and Lévis early in the season of 1909. For this purpose the Ferry Company, have purchased a steamer 250 feet long by 42 feet beam and have installed on this steamer hydraulic lifts capable of lifting 120 gross tons, fifteen feet. This will enable this ferry to handle the cars at all states of the tide and the boat is capable of accommodating at one time nine cars.

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The Commissioners have given the Quebec & Lévis Ferry Company, temporarily, accommodation at the front of Point-à-Carcy wharf for the moorage of this steamer and for the handling of the cars.

Cold Storage.

The receipts from the cold store for the season of 1908, have been \$9,043.74, and the working expenses, \$7,366.40 leaving a surplus of \$1,677.34 of receipts over the working expenses.

New motors, &c., at cost of \$1,379 have been put in during the year 1908.

The cold store accommodation given by the Commissioners is proving a great utility especially to the local trade of the city.

Graving Dock.

The Commissioners have continued to press upon the attention of the government the necessity of increased docking accommodation being provided in the harbour sufficient to meet the present and ever increasing requirements of the St. Lawrence trade.

The following resolution has been forwarded to the Right Honourable the Premier and his colleagues, and also to all the members of the Federal House for the city and district of Quebec and Lévis.

Resolved:—That the Quebec Harbour Commissioners would again respectfully urge the immediate necessity of the construction in the harbour of Quebec of a graving dock of sufficient dimensions to accommodate present and future trade of the St. Lawrence.

In 1906, the Commissioners laid before the government very fully in their resolution of September 6, a copy of which is inclosed, what they considered were the requirements in this matter to accommodate the trade of the St. Lawrence, and have again and again pressed this construction on the attention of the government.

The present Lévis dry dock is not of sufficient dimensions to take in the vessels now trading to the St. Lawrence; all the more modern large passenger and freight steamers have too much beam to enter this dock, whose entrance is only 62 feet wide, while the beam of some of the vessels is now 88 feet, and this beamage is steadily increasing. During recent years, on several occasions, vessels had to go to New York or other foreign ports to be repaired, thus showing the necessity of additional dry dock accommodation.

Owing to the delay in the construction of this graving dock the Commissioners respectfully submit that the trade of the St. Lawrence has been seriously injured, and that they have been informed that the committee of Lloyd's have it under consideration to materially increase the present high rates of insurance to the St. Lawrence.

The Commissioners would respectfully but urgently press that immediate action be taken in this matter, and that this construction be provided for in the estimates of the coming session of the Dominion parliament, so that the work can be commenced in 1909.

The Commissioners are pleased to state that the building of this graving dock has the support of the Shipping Federation of Canada.

RAILWAY COMMUNICATION WITH BRIDGE HEAD.

At the meeting of the Commissioners held on December 24, the following resolution was passed and duly forwarded to the Honourable S. N. Parent, Chairman of the National Transcontinental Railway Commission.

Resolved:—That the Quebec Harbour Commissioners would respectfully call the attention of the Chairman of the National Transcontinental Railway Commission to

the importance of the immediate pushing on of the railway communication between the Bridge head and the present loading berths in Quebec. In the opinion of the Commissioners the unfortunate collapse of the Quebec Bridge has increased the importance of the early completion of this work, and also of the building of dock facilities along the river front.

The Board feels that there is every possibility of a considerable portion of the line being completed before the terminals are in a fit condition to handle freight, the probable result being that business will be diverted to other and probably non-Canadian ports which would defeat the object of the National Transcontinental Railway. It is likely in the near future, mills will be built along the section of the road running through the St. Maurice Valley, and unless the connection along the river front is completed, there will be no means of handling the output; and consequently, the Commissioners would again respectfully emphasize the urgency of the continuance and completion of those connecting lines.

ELECTION BY THE SHIPPING INTEREST.

Mr. Lorne C. Webster, who was elected by the shipping interests at their meeting held on January 10, took his seat and oath of office at the Board's meeting held on January 13.

DIRECT CHEESE SHIPMENTS.

The Commissioners are pleased to note that through the James Alexander, Limited, there were considerable direct shipments of cheese during the season of 1908, and this new trade they hope to see considerably increased during the coming navigation season.

BY-LAWS.

By-laws No. 105, making some needed changes in the regulations governing railway traffic on the Louise Embankment, and No. 106 governing the entrance and leaving of small craft from the inner basin have received the sanction of the Governor General in Council, and have been put in force.

QUEBEC TERMINAL ELEVATOR.

The balance of \$35,000 that was due to the shareholders of the Quebec Terminal Company on their grain elevator was paid by the Commissioners July 6.

EXPENDITURE ON CAPITAL ACCOUNT.

The expenditure on Capital Account during the year has been \$207,258.37. Particulars of this expenditure will be found in a statement accompanying this report.

The Commissioners have received advances from the Dominion government during 1908 in connection with the work of deepening and strengthening the dock walls, \$139,265.18.

REVENUE AND EXPENDITURE.

The revenue of the Commissioners for the year 1908 has been \$106,757.98, and the expenditure, including the interest on the bond issues of 62-63 Victoria, chapter 34, and 6-7 Edward VII., chapter 36, \$96,954.56, leaving a surplus of \$9,803.42 over the working expenses and interest on bonds.

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ACTING CHAIRMAN.

During the absence in Europe of the Chairman, Mr. J. B. Laliberté, Mr. Roger LaRue was the presiding officer, having been unanimously elected by the Board Acting Chairman.

ICE CUTTING.

During the season of 1907-1908, 69,252 blocks of ice have been cut for local use, a decrease of 11,653 blocks over the previous season.

Care has been taken that all ice cut for domestic purposes is perfectly pure and taken from localities in the harbour that have been selected after an analysis had been made.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the Commissioners' accounts for the year.

I have the honour to be, sir,

Your most obedient servant,

JAMES WOODS,
Secretary-Treasurer.

HARBOUR ENGINEER'S OFFICE,
QUEBEC, January 5, 1909.

JAMES WOODS, Esq.,
Secretary-Treasurer Harbour Commission.

SIR,—I have the honour to submit herewith the following with reference to the various works, in connection with the maintenance and improvement of the harbour accommodation, carried out by this department during the past year.

CONTRACT WORK.

The cribwork of the new quay walls to the embankment, in the wet dock and tidal harbour, has been completed, with the exception of some fenders still remaining to be placed in the wet dock, and three courses of timber, for about 100 feet in length at the east end of the tidal harbour wall, required to complete the superstructure in this basin. A certain amount of top dressing still remains to be done in the wet dock; and in the tidal harbour some 12 feet in depth of filling is required in order to bring it up to the finished coping level. A contract for installing a water and drainage system on the embankment has been awarded to Messrs. Madden & Son. The contractors began work on November 23 last, and have made good progress with the work and it is expected that the installation will be in working order by the opening of navigation.

DEPARTMENTAL.

Cross wall strengthening.—The work of placing tie rods in this wall was completed last winter, when 44 rods were placed in position, making 100 rods in all placed in this wall.

Northern cribwork renewal.—This frontage on the River St. Charles, extending from the railway bridge to the eastern end of the immigration building, a distance of 3,500 feet, has been put in good repairs; the defective face timbers and cross ties have been replaced, and the whole face sheathed with 3-inch deals.

The coping level of this wall has also been raised one foot in height in order to protect the railway line on this frontage from wash-outs. The railway lines have been

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laid down on the wet dock side of the cross-wall; the space between these tracks has been levelled off and planked, and the Shed No. 14 has been raised in order to give clearance for the increasing size of box cars.

Rock elm fenders have been placed over the heads of the tie rods, on the tidal harbour front of the cross-wall.

Cast-iron mooring posts have been placed in the new quay front in the wet dock, and the coping stones of the old wall have been removed, so as to allow of the grading of the back filling.

The breakwater, where it was cut down by the SS. *Montrose*, has been rebuilt, and the size of the floating fenders along this front has been increased.

The floor joists and planking of the cross-wall draw-bridge have been all renewed.

No work in connection with the laying down of railway lines to the new baggage platform was done last season, although the materials have been on the ground since last May, as the outbuildings of the immigration building have not yet been removed.

The paving blocks and Portland cement required for the paving of carriage roadway on the cross-wall, and on the embankment between the cross-wall and the break-water, have been purchased and are now in stock.

Considerable repairs have been made to the pond faces of Wellington and Atkinson's wharfs. A new gravel and tar roof has been placed on Freight Shed No. 21, the usual repairs and renewals, required to keep them in good order, have been made to the railway lines, roadways, buildings and wharfs of the Commission.

The cross-wall draw-bridge was operated for the first time, the past season, on April 17, and for the last time on December 6.

The water was retained in the wet dock for the first time on April 25, and for the last time on December 4. At the evening tide of October 18, and the morning tide of November 16, the entrance gates to the wet dock were not opened, owing to the tide not having risen sufficiently.

I have the honour to be, sir,

Your obedient servant,

ST. GEO. BOSWELL,

Chief Engineer.

QUEBEC, January 2, 1909.

JAMES WOODS, Esq.,
Secretary-Treasurer,
Quebec Harbour Commissioners,
Quebec.

DEAR SIR,—I have the honour to submit the following with reference to the traffic of the St. Charles docks and wharfs showing the number of vessels, their registered tonnage, amount and description of cargo landed and shipped from these docks during the season 1908.

Inwards, 304 vessels, 1,335,460 tons register.

20,400 tons general cargo.

5,602 tons salt.

1,968 tons earthenware drain pipes and clay.

1,868 tons bricks.

602 tons cement.

1,427 tons molasses.

1,550 tons sugar.

900 tons pulp.

139,302 tons coal, bituminous.

896 tons coke.

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31,944 tons coal (in barges).
 Outwards, 72 vessels, 197,872 tons register—
 13,345 tons general.
 12,943 tons pulp and paper board.
 680 tons asbestos.
 1,125 tons cheese.
 500 tons cattle.
 18,895 tons P. S. lumber and timber.

PROPELLERS AND BARGES.

Landed 21,425 tons bituminous coal.
 Landed 35,598 tons anthracite coal.

LOWER PORT STEAMERS.

Landed 930 tons general cargo.
 Shipped 1,110 tons general cargo.

GRAIN LANDED BY PROPELLORS AND BARGES.

Landed 146,632 tons of grain.

TIES LANDED BY SCHOONERS AND BATEAUX.

153,405 ties were landed during the season.

VESSELS IN DISTRESS USING THE DOCKS.

SS. *Bonavista* went aground below the Traverse came into the inner basin, discharged her cargo of coal and proceeded to Montreal for a temporary repair.

SS. *Ottawa* outward bound came into collision with the ss. *Trold* on her way to the mines to load coal. S.S. *Trold* came back to Louise Basin to make a temporary repair and then sailed for New York to be permanently repaired.

The government steamer ss. *Montcalm* collided with the Canadian Pacific Railway ss. *Milwaukee* opposite to the King's wharf came into the Point-à-Carey wharf discharged all her bunker coal and went into the graving dock to be repaired. SS. *Milwaukee* proceeded on to Montreal.

SS. *Portsmouth* went ashore at Cap Chatte come into the Inner Basin to discharge the balance of coal on board, then went over to Davie's to be repaired.

SS. *Malin Head* from Chicoutimi with part cargo of pulp got into collision with ss. *Corinthian* going to sea. The ss. *Malin Head* landed a part of her cargo at Indian Cove and then came up to Louise Basin where she discharged the balance of her cargo, made a temporary repair and then proceeded to New York to be permanently repaired. Bkt. *Cambria* loading lumber went ashore at Matane, came up to Quebec and went into Louise Basin, discharged the balance of her cargo of lumber on board the ss. *Andoni* and then went into winter quarters in Louise Basin.

There are wintering on Louise dock, lumber, coal, railway ties, &c., &c.

During the year spaces were rented at low rates for storage of coal landed and removed from the water front.

The surface traffic required the employment of 8,871 ears during the season.

There are stored in the different freight sheds salt, cement, bricks, &c., &c., which the owners are obliged to remove before the opening of navigation.

During the past season the different ocean mail steamers landed 70,907 passengers at the immigration station, Louise docks, who were forwarded to their future

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homes by the different railway companies. No record has been kept of cabin passengers.

The Donaldson Coal Company, have 8,000 tons of coal stored on the space rented to them and Nova Scotia Steel and Coal Company, 7,403 tons of coal on their space.

The docks are occupied during the winter months by a large number of vessels of various tonnages where they find safe quarters until the opening of navigation.

I have the honour to be, sir,

Your most obedient servant,

(Sgd.) P. FLYNN,

Wharfinger.

QUEBEC, January 2, 1909.

JAMES WOODS, Esq.,
Secretary Treasurer,
Quebec Harbour Commissioners,
Quebec.

SIR,—I have the honour to submit the following with reference to the harbour for the year 1908:

Navigation was open all winter.

Tugs were working in the Louise docks up to December 8.

Government ss. *Lady Grey* left the Custom House basin with passengers and freight for the lower St. Lawrence on February 29.

Government ss. *Lady Grey* arrived from the lower St. Lawrence on March 5.

SS. *King Edward* left the harbour with passengers and freight for the lower St. Lawrence on April 3.

SS. *Natashquan* with passengers and freight left the harbour for the lower St. Lawrence on April 7.

Government ss. *Druid* left on service to the lower St. Lawrence on April 9.

SS. *King Edward* arrived up from the lower St. Lawrence on April 10.

Navigation for sailing craft to and from the lower St. Lawrence was general on April 8, schooners *Valeda* and *Our Maud* being the first to arrive.

Government ss. *Montcalm* came out of the dry dock at Lévis on April 16.

Government ss. *Druid* arrived from the lower St. Lawrence on April 17.

The ice in the tidal basin broke up on April 17.

The first ocean steamer ss. *Fornebo* with coal cargo arrived in the harbour on April 21.

The ice in the River St. Charles and the north channel between the Island of Orleans and mainland broke up on April 24.

The ice in the wet dock broke up on April 24.

SS. *Corsican*, Allan Line, and ss. *Dominion*, Dominion Line, first passenger steamers with passengers and mails arrived in the harbour on April 26.

Fifteen Ocean going steamers entered Louise basin for shelter while awaiting the coming down of the ice between Quebec and Montreal.

The ice bridge at Cap Rouge did not take last year.

The ice between Quebec and Montreal passed down on April 29.

All the pontoons were placed in the harbour on May 1.

The first Richelieu and Ontario Navigation Company steamer *Murray Bay* arrived in the harbour on May 1 and returned to Montreal on the same day.

The Richelieu and Ontario Navigation steamer *Tadousac* left for the Saguenay on May 2 and returned on May 4.

During the month of July eleven warships arrived and anchored in the harbour, viz.:—

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H.M.S. *Indomitable* with H. R. H. the Prince of Wales on board.
" *Minotaur*.
" *Arrogant*.
" *Exmouth*.
" *Albemarle*.
" *Russell*.
" *Duncan*.
" *Venus*.

French warship *Leon Gambetta*.

" *Amiral Aube*.

American warship *New Hampshire*.

Also a large number of foreign and Canadian Steam Yachts.

No ballast was discharged into the harbour during the past season.

In addition to the routine work of the harbour and the office four hundred and seventy-seven (477) ocean sea-going vessels have been berthed in the Louise docks, Breakwater and Point-à-Carey wharfs and exclusive of a very large number of steam barges, schooners, &c.

The last passenger boat of the Richelieu and Ontario Navigation Company, ss. *Tadousac*, made her last trip from the Saguenay on November 16.

SS. *Numidian*, Allan line, left the harbour with passengers and general cargo on November 26.

The last ocean steamer ss. *Adoni* with freight cargo left the harbour on December 1.

The last ocean going steamer ss. *Aranmore* arrived from sea for Louise Basin on December 2.

The ice in the River St. Charles formed on December 5.

The ice in the wet dock formed on December 5.

The ice connecting with the Island of Orleans and the mainland formed on December 7.

The ice in the tidal harbour formed on December 8.

Notices have been posted in suitable localities warning parties from discharging rubbish of any kind in the river and every precaution is being taken to prevent any violation of the regulations of the Commissioners in that respect.

I have the honour to be, sir,

Your obedient servant,

(Signed) JAS. C. SULLIVAN,

Harbour Master.

APPENDIX No. 3.

REPORT OF TORONTO HARBOUR COMMISSIONERS FOR THE YEAR
ENDING DECEMBER 31, 1908.SECRETARY OF THE HARBOUR TRUST IN ACCOUNT WITH THE COMMISSIONERS FOR THE YEAR
ENDING DECEMBER 31, 1908.*General Balance Sheet.*

COMMISSIONERS OF THE HARBOUR OF TORONTO.

TORONTO, January 15, 1909.

J. G. DESBARATS, Esq.,
 Acting Deputy Minister of Marine and Fisheries,
 Ottawa.

SIR,—Under another cover, I have the honour to forward you copies of my annual report for 1908; also the financial statements for that period.

Your obedient servant,

COLIN D. POSTLETHWAITE,
Harbour Master and Secretary.

Wharf Property.....	\$43,073 72	Balance to Credit of Profit and Loss..	\$73,388 82
Office Furniture.....	487 88		
Can. Per. and City of Toronto Bonds.....	19,000 00		
Cash in Bank.....	10,807 75		
Cash in Hand.....	19 47		
	\$73,388 82		\$73,388 82

We have examined the books and vouchers and have compared the balance sheet with the said books and vouchers, and we certify the same to be correct and to represent a true statement of the affairs of the Trust at this date, December 31, 1908.

S. BRUCE HARMAN,

SYDNEY H. JONES,
Auditors.

COLIN W. POSTLETHWAITE,
Harbour Master.

F. S. SPENCE, *Chairman.*

JAS. T. MATHEWS, *Vice-Chairman,*

W. H. PEARSON,

THOS. L. CHURCH, *Alderman,*

J. W. BENGOUGH, *Alderman,*

Harbour Commissioners for the year 1908.

SESSIONAL PAPER No. 23.

Profit and Loss.

DR.		CR.
Dredging	\$ 1,033 48	Balance from Ledger.....
Salaries.....	2,540 00	Canadian Pacific Railway Company.....
General Repairs.....	664 43	City of Toronto, Rent.....
Comm. & Aud. Fees & bonus to Har. Mas.	500 00	Harbour Dues.....
Office Expenses and Rent.....	596 29	Interest on Bonds.....
Lights, Buoys and Beacons.....	372 20	Interest on Deposit.....
Printing and Stationery.....	49 00	
Insurance.....	45 95	
Solicitor's Fees.....	13 00	
Amount written off Furniture Account	50 00	
Inspecting Harbour.....	10 00	
Valuator's Fees, Expenses Incidental to Fire at Queen's Wharf.....	110 00	
Balance to Credit of Profit and Loss.....	73,388 82	
	\$79,373 12	
		\$79,373 12

Receipts and Expenditure.

RECEIPTS.		EXPENDITURE.	
Cash in Bank, January 1, 1908	\$ 9,266 69	Dredging	\$1,033 48
Cash on Hand, January 1, 1908.....	19 48	Salaries.....	2,540 00
Canadian Pacific Railway Company.....	4,000 00	General Repairs.....	907 43
City of Toronto.....	1,000 00	Office Expenses and Rent	596 29
City Allowance for Buoys.....	100 00	Comm. & Auditors' Fees and bonuses.....	500 00
Interest on Bonds	809 20	Lights, Buoys and Beacons.....	472 20
Interest on Deposit.....	287 57	Printing and Stationery	49 00
Insurance Paid % Fire.....	229 00	Insurance.....	45 90
Refund for Faulty Shrubs.....	14 00	Solicitor's Fees.....	13 00
Harbour Dues for year.....	6,388 16	Inspection of Harbour.....	10 00
		Valuator's Fees and Expenses Inci- dental to Fire at Queen's Wharf.....	110 00
		Purchase of City Bond.....	5,000 00
		Discount on Bond.....	9 58
		Cash in Bank.....	10,807 75
		Cash on Hand.....	19 47
	\$22,114 10		\$22,114 10

Audited and found correct.

S. BRUCE HARMAN,
SYDNEY H. JONES,*Auditors.*

9-10 EDWARD VII., A. 1910

Comparative Statement—Goods Arrived at the Port of Toronto during the Years 1907 and 1908.

Description of Goods.		1907.	1908.
General merchandise.....	tons	59,945	41,939
Coal.....	"	155,915	148,678
Lake stone.....	toise	4,530	5,038
Fruit.....	bbls.	4,545	1,944
".....	crates	32,769	19,939
".....	baskets	202,581	206,194
".....	bags	271	640
Bricks.....		30,000	338,000
Grain.....	bushels	8,200	125,600
Horses, carriages and horned cattle.....		188	208
Lumber.....	B. M.		
Ice.....	tons	5,823	7,481
Oil in bulk.....	bbls.	68,317	96,476

FIFTY-EIGHTH ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto:

GENTLEMEN.—I have the honour to submit my report for the year 1908.

The harbour was clear of ice on March 29, having been frozen for 61 days, or six days less than for the year 1907. This winter has, so far, been a mild one, and at this date the harbour is still free from ice.

The first vessel to arrive was the ss. *Lakeside*, Captain Enright, with a cargo, on March 30.

The last arrival was the ss. *Edmonton*, Captain Maitland, with a cargo of oats, on December 13.

The number of vessels arriving at this port during the season was 3,330, or 331 fewer than for 1907.

Below is a comparative statement of arrivals and tonnage, viz.:

	1907.	1908.	Decrease.	Increase.	Tonnage.	
					1907	1908
Propellers, loaded.....	565	472	93		242,953 Tons	239,032 Tons
" light.....						
Steamers, loaded.....	2,614	2,325	289		1,349,979 "	1,220,459 "
" light.....	1	2		1		
Sailing, loaded.....	472	531		59	47,442 "	61,674 "
" light.....	9		9			
	3,661	3,330	391	60	1,640,354	1,521,165

The year commenced with a cash balance of \$ 9,286 17
The receipts for the year amount to 12,827 93

Making a total of \$22,114 10
Expenses for the year amount to 6,286 88

Leaving a cash balance of \$10,827 22

SESSIONAL PAPER No. 23

The coal receipts for this year are as follows, viz.: By vessel—Anthracite coal, 119,382 tons; bituminous coal, 29,296 tons; in all, 148,678 tons, being 7,237 tons short of last year—a shortage of about 22 per cent.

The total amount of coal imported into Toronto last year, per rail and vessel, per government returns, is as follows, viz.: Anthracite coal, 667,266 tons; bituminous coal, 555,325 tons; in all, 1,222,592 tons, being 80,363 tons less than in 1907, a shortage of 16 per cent; the vessels are therefore hardly holding their own in the competition with the railways.

The highest water for the year was 46½ inches above zero at noon on June 23. The lowest water was on December 27, when the gauge recorded 3 inches above zero. The water in the lake was exceptionally high this year, the level not having been equalled since 1870, when it was 47 inches above zero. During the autumn the water fell very rapidly, the average for the year being 26½ inches above zero, or only 8 inches above the average of last year.

Owing to the high water, dredging was not needed at the coal docks, western channel, or at the usual points in the harbour, but at the foot of Jarvis street, where the Crown Coal Company have built a new coal dock, 6,044 cubic yards of material were removed by Contractor Frank Simpson, at a cost of \$1,087.48. In the construction of the new channel south of the Queen's wharf channel, no doubt a quantity of sand has sifted through the breakwater, which is in a dilapidated condition, and considerable dredging will have to be done at this point next season, for the new channel cannot be completed for some time yet. And in the meanwhile the present channel will have to be used by vessels as heretofore.

The lamps in the lighthouses were lighted up for the first time this season on April 1, and were discontinued on December 18.

The harbour buoys were placed out on April 4, and taken in for the winter on December 3.

On July 8 a fire broke out at the Queen's wharf, consuming the boat house and contents, and threatening total destruction to all the Commissioners' property. By strenuous efforts, the lighthouses and the dwelling house were saved, but more or less injury was done to both. A new iron boat-house, of more convenient proportions, has been erected, the amount of insurance being almost sufficient for the outlay.

The Commissioners, in August, purchased a small gasoline launch for harbour purposes, which will greatly facilitate the proper inspection of the harbour and fill a long felt want.

On October 1, 1908, a lease to the city was executed, conveying thereto, for an annual rental of \$2,000, and for 99 years, the water lot consisting of about eleven acres, lying immediately west of the present property, now leased to the Canadian Pacific Railway Company.

Repairs to the west end of the Queen's wharf were found to be necessary, and an amount of \$330 was spent there, under the inspection of City Engineer Rust, by Contractor Mr. Peter Arnot. Other portions are in need of repairs, but as the future of this wharf is uncertain, it has been deemed better to defer all but unavoidable repairs until the new channel now being built by the government shall have been completed.

Application has been made to the government at Ottawa for a grant of that portion of accrued land lying between the old and new channels for Harbour purposes; the matter is still in abeyance, the Commissioners' solicitors having it in hands.

There are 84 vessels wintering in the harbour this season, viz.: 10 passenger steamers, 8 sailing vessels, 11 propellers, 8 steam tugs, 6 steam yachts, 11 ferry steamers, 4 tow barges, 8 dredges and 18 dump scows, representing 22,757 tons register. There are also 29 pleasure yachts, with a tonnage of about 595 tons.

I take pleasure in stating that I am well satisfied with the manner in which my Deputy, Mr. J. M. Allen, has performed his duties. This is his first year in office.

Mr. J. G. Sing, government engineer in charge, reports as follows:—

'During the past year dredging operations have been completed in the eastern channel, and a depth in the channel between the piers of 19 feet, and in the approaches from the lake of 22 feet deep has been provided. The approach to the channel from the lake of 22 feet has been provided. The approach to the channel from the lake is bell-mouthed, being 1,000 feet wide at the outer end, and narrowing down to the width of the channel between the piers, viz., 400 feet.'

'A contract for the construction of the new western channel to the harbour was awarded to R. Weddell & Co., and the work was commenced in July, and good progress has been made since. Three hundred feet of cribwork substructure has been sunk in position on the north side of the channel, and 1,400 feet more is ready to be placed in position at the opening of navigation. The new channel will be 400 feet wide between the piers and 18 feet deep.'

Mr. R. F. Stupart, Director of the Meteorological Service in Toronto, reports as follows:—

The display of storm signals for the season was resumed on April 4 and continued until and inclusive of December 6, 1908.

'The past season of navigation has been marked by few gales, and fewer still of heavy storms. During the period herein considered, storm signals have been displayed at the port of Toronto on 17 occasions only, and of that number three were not justified by dangerous winds.'

'Mariners have continued to consult the general office on numerous occasions, both by telegraph and telephone, as to the chances of stormy weather.'

The precipitation for the year was as follows, viz.:—Rain, 21.72 inches; snow reduced to water, 7.78 inches; in all, 29.50 inches; being 0.27 inches less than for 1907.

I have the honour to be, gentlemen,

Your obedient servant,

COLIN W. POSTLETHWAITE,

Harbour Master.

SESSIONAL PAPER No. 23

COMPARATIVE STATEMENT—Receipts and Expenditure for Years 1906-7-8.

	RECEIPTS.			EXPENDITURE.					
	1906.		1907.	1908.	1906.		1907.		
	\$	cts.	\$	cts.	\$	cts.	\$		
C. P. Rail-way.....	4,000	00	4,000	00	4,000	00	Solicitor's Fees.....		
City of Toronto.....				1,000	00		122	00	
Harbor Dues.....	6,888	96	7,030	96	6,388	16	Deputation to Ottawa.....	25	00
Interest on Bonds.....	557	26	557	20	809	20	Fire Insurance.....	17	50
Interest on Deposits.....	145	50	216	50	287	57	Com. and Auditors' Fees, etc.....	300	00
Water works Department.....	100	00	100	00	100	60	Lights, buoys and Beacons.....	324	91
Insurance on Account Fire.....							General Repairs.....	2,302	32
Refund on Account.....							Printing and Stationery.....	62	20
Shrubs.....				14	00		Dredging.....	4,753	61
							Office expenses and Rent.....	596	35
							Salaries.....	2,540	00
							Valuator's Fee and Expense.....		
							Incidental to the Fire.....		
							Discount on City Bond.....		
								110	00
								9	58
	11,691	66	11,904	66	12,827	93		11,043	89
								8,415	75
								6,206	88

APPENDIX No. 4.

REPORT OF BELLEVILLE HARBOUR COMMISSIONERS FOR THE YEAR
ENDING DECEMBER 31, 1908.

BELLEVILLE, December 29, 1908.

To the Honourable,
 The Minister of Marine and Fisheries,
 Ottawa, Canada.

SIR,—The undersigned harbour master of the city of Belleville, begs to submit the following report for the year 1908:—

Navigation opened April 14 in Belleville harbour and closed December 6.
 Received Imports—

Coal.	.....	\$1,662 90
Merchandise.	.....	89 04
Lumber.	.....	30 67
Laths.	.....	2 42
Clay.	.....	11 76
		————— \$1,796 79

Received Exports—

Cheese.	.....	\$ 98 60
Merchandise.	.....	94 75
		————— 193 35
		————— \$1,990 14
Received from sale of old booms.	.....	28 00
		—————
		————— \$2,018 14
Less disbursements.	.....	29 85
		—————

Deposited in bank. \$1,988 29

All of which is respectfully submitted.

I have the honour to be, sir,

Audited and found correct.
 THOS. THOMSON,
 Auditor

Your obedient servant,

SYD. VANDERWOOD,
Harbour Master.
 DAVID PRICE,
Chairman, Harbour Board.

SINKING FUND ACCOUNT, BELLEVILLE HARBOUR BOARD.

To provide for payment of debentures when due.

Deposited in Canadian Bank of Commerce to above account—

Deposited, October 1, 1907.	.....	\$ 645 19
Interest, August 1, 1908.	.....	17 90
Deposited, October 1, 1908.	.....	645 19
Deposited, November 13, 1908.	.....	177 00
Interest, November 30, 1908.	.....	8 19

Total in sinking fund. \$1,493 47
 January 1, 1909.

SESSIONAL PAPER No. 23

RECAPITULATION.

Deposited—

In sinking fund as above, as per bank books.	\$1,493 47
In saving bank as per statement.	1,124 16
	\$2,617 63

Re Debenture Debt.—Twelve debentures were issued October 1, 1906, each for \$1,000, to run fifteen years, bearing 5 per cent interest, payable on October 1, each year, and 1907, 1908 has been paid.

Above annual payments into sinking fund will be sufficient to pay debentures on maturity.

DAVID PRICE,
Chairman.

Belleville, January 8, 1909.

F. S. CARMAN.

REPORT of the Belleville Harbour Commissioners for the year 1908.

	Receipts.	Expenditure
	\$ cts.	\$ cts.
To cash in bank, January 1, 1908	1,207 62	
" as per Harbour Master's statement forwarded	1,991 67	
" sale of old boat.	18 00	
" " boom stick.	28 00	
" old booms, chain and stone.	177 00	
" interest.	28 17	
" error in Harbour Master's statement.	0 08	
	3,450 54	
" additional interest to Nov. 30.	10 76	
	3,461 30	
DISBURSEMENTS.		
Salaries		700 00
Paid city of Belleville and J. Rathbun rent.		21 00
" moving and repairing office.		60 00
" Auditor.		10 00
" rebate on stone.		5 00
" coupon interest on debentures		600 00
" deposited in Sinking Fund.		645 19
" " " " "		177 00
" grant to Parks Department.		75 00
" placing buoys		16 00
" painting, printing and sundries.		27 95
		2,337 14
Cash in bank as per book.	3,461 30	1,124 16
		3,461 30

The above is a correct statement to the best of our belief of all moneys received and expended by the Belleville Harbour Board for the year 1908.

DAVID PRICE,
Chairman.

Belleville, January 8, 1909.

F. S. CARMAN.

REPORT of the Belleville Harbour Commissioners for the year 1907.

	Receipts.	Expenditure
	\$ cts.	\$ cts.
To cash in bank Jan. 1, 1907.....	724 68	
Harbour dues as per Harbour Master's statement forwarded.....	2,414 17	
Interest	16 66	
Total receipts.....	3,155 51	
DISBURSEMENTS.		
By paid rent.....		15 00
Salary.....		600 00
Stationery and printing.....		15 30
Placing booms and buoys.....		30 60
Auditor.....		5 00
Tally clerk and help.....		19 00
Fuel and sundries.....		8 40
Rebate of duties		9 40
Coupon interest on debentures.....		600 00
Deposited in Sinking Fund.....		645 19
Cash in bank.....		1,947 89 1,207 62
	3,155 51	3,155 51

The above is a correct statement to the best of our belief of all moneys received and expended by the Belleville Harbour Board for the year 1907.

DAVID PRICE,
Chairman.

Belleville, January 8, 1909.

F. S. CARMAN.

APPENDIX No. 5.**THREE RIVERS HARBOUR COMMISSIONERS' REPORT FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1908.**

HARBOUR COMMISSIONERS' OFFICE,
THREE RIVERS, February 3, 1909.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I hereby beg to transmit, for the information of the honourable the Minister of Marine and Fisheries, the annual report of the Harbour Commissioners of Three Rivers, with the financial statement for the year ending December 31, 1908. Also a statement of the number and tonnage of vessels entered and departed from the port and outports during the season of navigation of same year.

Very respectfully,

GEORGE BALCER,
Secretary.

COMMISSIONERS:

P. A. DROLET, Esq., *Chairman.*

Jos. L. FORTIN, Esq., EDMOND DUFRESNE, Esq.
P. A. GOUIN, Esq., L. P. NORMAND, Esq.,
GEORGE BALCER, Secretary.

The protracted depression in the foreign lumber trade affecting more than ever our shipping to great Britain and other continental markets; the strenuous efforts of the business community and transportation companies 'to centre the entire traffic of the country into the single port of Montreal;' the unavoidable effect of the expensive improvements in the St. Lawrence river, Lake St. Peter and the gulf by the federal government—most valuable and welcome indeed, yet working for the present at all events, uniquely in the interest of that city—has again left their mark upon our transactions and kept reduced to a minimum the export traffic of our port.

Still in spite of tremendous odds, with a few additional improvements and better accommodation in our harbour we succeeded not only in stemming the downward current but in showing material gains over last year's shipping. Against only 30 steamers with 56,000 tons, in 1907, we registered, in 1908, 44 steamers and 86,000 tons, an increase of fully 50 per cent. Alas! yet far from the hundred mark of some few years ago.

The present increase is merely due to imports, coal, British and Canadian, which now exceeds 100,000 tons; pig iron, rails, sulphur, clay, salt, raw material, &c., for home consumption and for the supply of our industrial establishments.

Exports by sea also show a slight improvement, though scarcely worth mentioning. Instead of 8 steamers carrying 2½ million feet of lumber in 1907, we had 12 steamers with four million feet, out of a production of more than 150 million and an average export of 40 million. As to the rest, not a single 'direct' shipment of pulp

or paper, nor any of our agricultural, dairy and industrial products. And thus thousands of tons of our own freight are daily carried off in batteaux and by rail, to be shipped by way of Montreal.

Can such an antiquated, abnormal situation continue for any length of time? The very idea is preposterous.

We admit that during a period of transition conditions are created and situations established which upset all calculations and frustrate the best of prevision. Still with a little less egotism and more liberality of spirit matters might have been easily mended, their deplorable effect in a great degree condoned.

For the moment, however, it seems that we are not only deprived of our legitimate share in handling the traffic of the country but bound to be 'drained' and together with the port of Quebec—forced to wait until Montreal is fully provided for and has reached its carrying capacity. Meanwhile the gigantic national undertakings, emigration and colonization; vast railroad extension, canal and river improvements, public and private enterprises and energy will have opened new territories, created new cities, discovered further resources and introduced life and movement into the remotest wilderness, building up and knitting together—we hope for ever—the east, the west and the far west of Canada.

Would it not be surprising if under such circumstances one single port alone for the St. Lawrence—however exalted its position—could supply the means to dispose of the immense volume of import and export traffic of the entire Dominion? We have some better opinion of the future of our Canada, and in the meantime we trust that the days are not far off when, with the continuation of an enlightened equitable policy, and by a judicious division of traffic, Three Rivers, with her particularly favourable situation, varied resources and shipping facilities, will be in position to fully meet the demand on her port for the share which the great and constant development of the country may have in store for her.

In regard to our transactions with the United States:—The presidential election campaign combined with the commercial depression following the financial crisis of 1907, together with the protracted strike of the Paper Union, during the early part of summer, had for effect to also curtail, to a considerable extent, our export traffic to that country. Consequently the number of canal boats and steam barges was greatly reduced: only 775, against 990, in 1907. Our shipping of pulpwood and lumber declined accordingly. A late revival, however, remedied to some extent the situation so that, on the whole, the traffic of 1908 in that direction did not fall much short of the average transaction of the last half decade.

The disastrous conflagration of June 22, 1908, during which the entire business portion of the city was destroyed and hundreds of families left homeless and destitute, had sorely affected the commercial life of Three Rivers. For a moment, indeed, the situation seemed desperate; not a single wholesale house, not a retail store nor hotel to speak of, remained standing, every one of our banks, nearly all the public buildings the consular offices, the Harbour Commission and Board of Trade with almost all the records concerning trade and commerce; one of the oldest churches on the continent, with its marvelous wooden carvings of the 18th century, the old chateau of the French governors were literally swept from the ground. Over 4½ million dollars worth of properties, merchandise and personal effects went off in smoke inside a few hours. People, well-to-do in the morning were ruined before night. However, terrible as the blow has been—to the great surprise of every one—without asking any outside aid and receiving none—our business men, with stoical energy and undoubted faith in the future, at once laid firm hands to the wheel, and to the credit of the whole community—before even the grounds could be cleared of the heaps of rubbish—a new city commenced rising from out the very midst of the ruins, with streets, dwellings and stores of large and spacious proportion, modern in every respect, superior no doubt, although perhaps not so picturesque as was the quaint old city of now bygone days.

SESSIONAL PAPER No. 23

Fortunately the fire did not reach the industrial section of the city, nor destroy the wharfs and sheds along the river front. Consequently business was only partially interrupted; and as trade with the country has not suffered very much, traffic on the whole continued as before.

Meanwhile the economical development of this portion of our province continued its normal progress. The output of our manufactures, our saw-mills, with few exceptions, were larger than ever, the lumber merchant finding ample compensation for the loss of export in the larger demands for local and home consumption. Our agricultural and dairy products came fully up to the mark, and prices more and more remunerative; so much so that farmers grow richer day by day as shown by our banks through their saving deposits. Our new cotton mill is now in full operation. The present winter cut of logs in the St. Maurice territory alone will probably be larger than before. Thus in spite of some drawbacks and serious falling off, in spite of a dire calamity, the season 1908 terminated satisfactorily.

THREE RIVERS, January 20, 1909.

GEORGE BALCER,
Secretary.

HARBOUR COMMISSION of Three Rivers—Receipts and Disbursements for the year 1908.

RECEIPTS.	DISBURSEMENTS.
COMMISSIONERS OFFICE.	ADMINISTRATION.
Tonnage dues..... \$ 419 27 Harbour dues inwards 292 12 " outwards 754 04 Commutation..... 1,321 50 Rent of wharf and moorage..... 2,038 19 \$ 4,825 12	Current Expenses.... \$ 541 66 Salaries & Commission 3,334 25 Rent 300 00 Printing & Stationery. 200 98 \$ 4,376 89
CUSTOM HOUSE.	Repairs and general harbour expenses..... 611 03 Interest on debentures..... 9,590 43 Sinking fund..... 1,905 00
Tonnage dues..... \$3,442 33 Harbour dues inwards 8,428 21 " outwards 2,294 60 Moorage 976 52 \$15,141 66	Total expenses on revenue.. \$16,483 35
Total collections \$19,966 78	DISBURSEMENTS ON CAPITAL.
Proceeds from : Material sup- plied..... \$ 285 74 Sale of debenture..... 1,500 06 Insurance..... 276 80 Deposit in Bank and cash Jan. 1, 1908..... 9,099 61 11,162 15	Construction account..... \$ 3,208 52 Claim on debentures (1907) ... 1,115 64 Total expenditure..... \$20,807 51
Grand total..... \$31,128 93	Deposit in Bank December 31, 1908 \$ 8,701 39 Cash and collection..... 1,620 03 10,321 42 Grand total..... \$31,128 93

THREE RIVERS, January 20, 1909.

GEORGE BALCER,
Secretary-Treasurer.

STATEMENT of Number and Tonnage of Steamers entered Inward and Outward of
the Port and Outports of Three Rivers, for the year 1908.

Ocean Traffic—Port of Three Rivers.

RETURN OF VESSELS INWARD.			RETURN OF VESSELS OUTWARD.		
Nationality.	No.	Tons.	Cleared for, via :	No.	Tons.
British.....	34	68,549	To Great Britain.....	12	25,016
Scandinavian.....	10	18,010	Inland.....	31	59,469
	44	86,559	Foreign Ports.....	1	2,074
				44	86,559

UNITED STATES TRAFFIC.

	Number.	Tons.
Port of Three Rivers, United States Steam Barges.....	5	1,593
" Canal Boats.	670	65,167
Out-ports " " "	100	10,150
	775	76,910

INLAND TRAFFIC.

Bateaux not registered	89	
Schooners and barges	113	22,053
Tugs and steamboats	201	19,652
	403	41,705

RECAPITULATION.

Ocean traffic.....	44	86,559
United States traffic.....	775	76,910
Local traffic	403	41,705
Grand total.....	1,222	205,174

Exclusive of Richelieu and Ontario Navigation Companies steamers, local craft and market boats.

APPENDIX No. 6.**REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY,
N.S., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1908.**

NORTH SYDNEY, N.S., January 14, 1909.

G. J. DESBARATS, Esq.,Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—The Harbour Commissioners beg to hand you herewith inclosed statement of receipts and expenditures for the year ending December 31, 1908, together with a report of all the tonnage, British, foreign and coastwise, that entered at the ports of the Sydneys during 1908.

Your obedient servant,

WM. HACKETT,
Secretary.

The Nova Scotia Steel and Coal Co., Ltd., shipped during 1908, 503,298 tons of coal.

The Dominion Coal Co., Ltd., shipped during the same period, 1,700,000 tons of coal, from the International pier, Sydney harbour.

The Nova Scotia Steel and Coal Co., Ltd., received during the same period, 114,874 tons of ore.

The Dominion Iron and Steel Co., Ltd., received during the same period—

556,255 tons of ore from Wabana;

44,212 tons of ore from other points;

304,095 tons of limestone from Marble Mountain.

The Dominion Iron and Steel Co., Ltd., shipped by water to countries outside of Canada, 22,163 tons of rails.

HARBOUR COMMISSIONERS' Statement of Receipts and Expenditures during the year ending December 31, 1908.

EXPENDITURES.

1908.	Receipts.	\$ cts.	1908.	Expenditures.	\$ cts.
			Feb. 18..	S.S. <i>Iona</i>	10 00
			Mar. 12 ..	North Sydney <i>Herald</i>	12 00
			May 29 ..	J. J. Dooley ac.....	18 81
			June 27 ..	Labour on breakwater	10 50
			July 4 ..	" "	12 25
			" 18 ..	" "	22 63
			Aug. 15 ..	" "	8 00
			Sept. 4 ..	" "	5 25
			" 12 ..	Paid A. M. Lawlor for logs repairing breakwater.....	271 00
			" 19 ..	Labour acct.....	21 75
			" 26 ..	"	42 63
			Oct. 3 ..	B. Musgrave, trucking.....	5 00
			" 3 ..	Labour acct.....	58 50
			" 17 ..	"	85 25
			" 17 ..	A. R. Campbell, acct. logs.....	43 95
			" 24 ..	Labour acct.....	92 50
			" 31 ..	"	81 82
			Nov. 7 ..	"	41 49
			" 14 ..	"	29 24
			" 21 ..	"	24 81
			" 28 ..	"	44 00
			" 28 ..	Bent & Cohoon	3 30
			Dec. 5 ..	Labour acct.....	44 25
			" 5 ..	Acct. Bertram property.....	279 75
			" 8 ..	Joseph Shean.....	600 00
			" 12 ..	Labour acct.....	71 25
			" 12 ..	James Johnson, trucking.....	21 88
			" 12 ..	M. W. Lawlor.....	500 00
			" 19 ..	Labour acct.....	68 00
			" 19 ..	John Andrews, trucking.....	13 50
			" 19 ..	Duncan Gouthro, logs.....	7 32
			" 19 ..	S. Salter, lumber ac.....	26 87
			" 26 ..	Labour acct.....	92 25
			" 26 ..	A. M. Lawlor, acct. logs.....	401 20
			" 26 ..	John Lawley	32 25
			" 26 ..	R. Musgrave, iron work.....	239 62
			" 26 ..	Bent & C. hoon	5 59
			" 26 ..	Tug <i>Merrinac</i>	3 00
			" 26 ..	P. J. McDonald	500 00
			" 31 ..	Rent	75 00
			" 31 ..	Wm. Hackett.....	600 00
			" 31 ..	Joseph McPherson.....	208 53
				Balance on hand.....	554 14
					5,289 08

LIST of Shipping, Registered Tonnage, and Number of Men carried, arriving at the Ports of the Sydneys during 1908, from January 1 to December 31.

No.	Registered tonnage.
860 Ocean steamers.....	1,097,953
229 coasting steamers.....	61,580
6 Barks.....	3,911
10 Barkentines.....	1,635
12 Brigantines.....	1,827
967 Schooners.....	44,651
2,084	1,211,557
Manned by 63,787 men.	

APPENDIX No. 7.

REPORT OF THE PICTOU, N.S., HARBOUR COMMISSIONERS FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1908.

PICTOU, N.S., December 31, 1908.

G. J. DESBARATS, Esq.,
 Acting Deputy Minister of Marine and Fisheries,
 Ottawa, Ont.

SIR,—I have the honour to submit the annual report of the Pictou Harbour Commissioners for the year ending December 31, 1908.

HENRY G. IVES,
Secretary.

PICTOU Harbour Commissioners in account with Henry G. Ives, Secretary.

1908.	<i>Dr.</i>	\$ cts.	\$ cts.
Jan. 30...	To Commissioners expenses.....	10 00	
" 30...	Painting buoys.....	5 00	
May 5...	Wm. McLean, bushing channel.....	12 00	
" 9...	Putting out buoys	30 00	
" 16...	Bushing West River.....	8 00	
Aug. 4...	Repairs to public wharf	6 25	
" 21...	Secretary's salary.....	100 00	
" 21...	Typewriting.....	0 50	
Sept. 24...	Stone, brush and repairs to public wharf	35 00	
Oct. 9...	Bushing East River.....	30 50	
Nov. 19...	Repairs to New Glasgow wharf.....	15 40	
" 30...	Wm. McLean, balance, bushing channel	7 00	
Dec. 7...	SS. <i>Hiawatha</i> taking in buoys.....	30 00	
" 7...	Joseph Graham, Deputy Harbour Master.....	25 00	
" 31...	Balance in Bank of Nova Scotia	539 44	
			854 09
1908.	<i>Cr.</i>		
Jan. 1...	By Balance per account.....	854 09	
1909.			
Jan. 1...	By Balance in Bank of Nova Scotia.....		539 44

HENRY G. IVES,
Secretary.

J. R. BROWN,
 D. A. BARRY,
 JOHN C. REID,
 W. A. MCINTOSH,
Pictou Harbour Commissioners.

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STATEMENT OF HARBOUR DUES ACCOUNT, PICTOU, N.S., DECEMBER 31, 1908.

	<i>Receipts.</i>	\$ cts.	\$ cts.
1907.			
Dec. 31...	Balance in Bank of Nova Scotia	125 00	
1908.			
Dec. 31...	Collected during year, 36,191 tons at 1½c.=.....	542 86	667 86
<i>Disbursements.</i>			
Dec. 31...	Paid Harbour Master salary for year ending Dec. 31, 1908.....	300 00	
" 31...	Credit of Harbour Commissioners.....	242 86	
" 31...	Balance on hand Dec. 31, 1908.....	125 00	667 86

(Sgd.) R. P. FRASER,
Collector of Customs.

APPENDIX No. 8.

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND FOR
THE YEAR ENDING DECEMBER 31, 1908.

PORT WARDEN'S OFFICE,
PRINCE EDWARD ISLAND, December 30, 1908.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the business of my office during the past year.

I am glad to report that there has been no wrecks or loss of life on the island this year. I am also glad to report abundant crops on the island this year, and the products are realizing good markets in the neighbouring provinces.

Navigation remained open this year later than usual which enabled vessels to load with safety and proceed to sea.

I have the honour to be sir,

Your obedient servant,
H. P. WELSH.

RECEIPTS and Expenditure of the Port Warden's Office for the Year ending December 31, 1908.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
		\$ cts.			\$ cts.
1908			1808		
To fees derived from grain laden vessels.....	13 00		By expense of office.....		1 50
Survey on hatches.....	3 00		Com. to deputies		6 50
Other surveys	25 50		Balance.....		33 50
	41 50				41 50

I certify that the above is a correct statement.

H. P. WELSH.

Charlottetown, P.E.I., December 31, 1908.

APPNEDIX No. 9.REPORT OF THE PORT WARDEN AT CHATHAM, N.B., FOR THE YEAR
ENDING DECEMBER, 31, 1908.

PORT OF CHATHAM, N.B., Dec. 26, 1908.

Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have not held any surveys this year. The year was a poor one for shipping, except in rossed wood to the American market.

I remain, your obedient servant,

GEORGE T. TAIT.

APPENDIX No. 10.REPORT OF THE PORT WARDEN AT ST. ANDREWS, N.B., FOR THE YEAR
ENDING DECEMBER 31, 1908.

January 20:—

Survey on hatches schooner <i>George S. Slipp</i>	\$2 50
Survey on ground tier.....	2 00

March 2:—

Survey on hatches schooner <i>Isaiah K. Stetson</i>	2 50
	<hr/>
	\$7 00

All fees collected for the year 1908.

JOHN WREN,
Port Warden.

ST. ANDREWS, N.B., Jan. 4, 1909.

APPENDIX No. 11.REPORT OF THE PORT WARDEN AT NORTH SYDNEY, N.S., FOR THE
YEAR ENDING DECEMBER 31, 1908.

NORTH SYDNEY, January 8, 1909.

Acting Deputy Minister of Marine and Fisheries,
Ottawa.SIR,—I have the honour to send you my annual report for the year ending 1908. I have surveyed and given seaworthy certificates to 38 steamships, three schooners and one brigantine, including the ss. *Arcola*, wrecked on St. Paul's Island (condemned).

Amount collected, \$420.

I have the honour to be, sir,

Your obedient servant,

W. H. KILLOP,
Port Warden.

APPENDIX No. 12.

REPORT OF THE PORT WARDEN AT HALIFAX, N.S., FOR THE YEAR
ENDING DECEMBER 31, 1908.

HALIFAX, N.S., January 2, 1909.

G. J. DESBARATS, Esq.,

Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit in duplicate my report from January 1, 1908, to December 31, 1908, with a statement of the receipts and expenditure during that period.

Surveys have been made on eighteen steamers and eleven sailing vessels which arrived at this port in a damaged condition. The necessary repairs were made to these vessels and those of them bound to other ports with their cargoes proceeded to their destination where they have safely arrived.

The Italian barque *Affezione* reported to you in mine of December 31, 1907, was sold at this port by sheriff sale, and taken to a port in the Bay of Fundy, where the necessary repairs were made and the name changed to *Shanks*, and placed under Canadian register at Windsor, N.S.

The SS. *Mount Temple*, stranded on Iron Bound Island, N.S., on December 6, 1907, was floated and brought to this port on April 18, 1908 and placed in dry dock where temporary repairs were made after which she was taken to Newport News where permanent repairs were made and is now running in the North Atlantic trade.

I have the honour to be, sir,

Your most obedient servant,

NEIL HALL,

Port Warden.

RECEIPTS and Expenditures of the Port Warden at Halifax, N.S., from January 1, 1908, to December 31, 1908.

DR.	Amount.	CR.	Amount.
	\$ cts.		\$ cts.
To amount received as fees	2,529 50	By paid assistants by office expenses, etc.	1,223 25
		By amount to Port Warden.	1,306 25
	2,529 50		2,529 50

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., from January 1 to December 31, 1908.

NEIL HALL,
Port Warden.

APPENDIX No. 13.

REPORT OF THE PORT WARDEN AT PICTOU, N.S., FOR THE YEAR ENDING DECEMBER 31, 1908.

PICTOU, January 8, 1909.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report for the year ending December 31, 1908.

1908.	Receipts.	\$ cts.	1908.	Expenditure.	\$ cts.
Mar. 30	By cash	35 00	Mar. 30	Sch. <i>W. H. Crosby</i> , surveyed on marine ship by W. C. Munroe, port warden on sur	
May 2	Noon & Davies, agent SS. <i>Unaquin</i>	8 00	May 2	SS. <i>Unaquin</i> at coal wharf hatches, P. W	8 00
	James Toiston, agent <i>W. H. Crosby</i>	8 75	June 22	SS. tug <i>Roebling</i> , sur. on marine ship ; three surveys by W. C. Munroe, P. W	8 00
June 22	Capt. Collings, account SS. <i>Roebling</i> , three surveys on said SS. <i>Roebling</i> , port warden	24 00		<i>Rustkin Regulus</i> on marine ship, one survey by port warden	24 00
Aug. 27	Capt. Richard, sch. <i>Rich Light</i> . " sch. <i>Loyal</i>	26 00	July 29	Sch. <i>Rich Light</i> on marine slip, two surveys, W. C. Munroe, port warden, \$16 ; I. Heigh-ton, master carpenter, two surveys, \$10	8 00
Sept. 24	Noon & Davies Co., agent sch. <i>Reguler</i>	8 00			
Nov. 6	SS. <i>Amelia</i> , check from Halifax. Hoyes, Crozer & Co., acct. SS. <i>Empress</i>	26 00	Aug. 25	Sch. <i>Loyal</i> , marine slip, one survey, P. W	26 00
	Sch. <i>Iona</i> , capt	2 50			8 00
		2 50	Oct. 24	SS. <i>Amelia</i> on marine slip tow survey, W. C. Munroe, P. W., \$16 ; T. H. Ferguson, \$10	26 00
			Nov. 3	Sch. <i>Empress</i> afloat, one sur. on hatches	2 50
				Sch. <i>Iona</i> afloat, one sur. on hatches	2 50
			Dec. 31	Expenses of officers, \$10 ; sundry, \$2.50	12 50
				Cash in hand	23 25
					148 75

W. C. MUNRO,
Port Warden.

Pictou, N.S.

APPENDIX No. 14.

PORT WARDEN'S REPORT OF INTERNATIONAL PIER.

SYDNEY, N.S., January 9, 1909.

G. J. DESBARATS, Esq.,

Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

Sir.—I have the honour to submit herewith my annual report of the port warden's office, International pier, Sydney, N.S., for the year ending December 31, 1908.

Your obedient servant,

NELSON H. TOWNSEND,

Port Warden.

Date.	Vessel's Name.	Master's Name.	Register Tonnage.	Cargo.
1908				
Jan. 13.	SS. <i>Digama</i> .	Keene	2,245	General
May 16.	<i>Stormount</i> .	McMaster	1,230	Steel Rails
" 21.	<i>Raon</i> .	Olsen	795	Deals
" 25.	<i>Glenmount</i> .	Wood	1,246	Steel Rails
" 29.	<i>Gafsa</i> .	Boulter	3,501	Grain
June 1.	<i>Helmer March</i> .	Thorsen	1,349	Deals
" 2.	<i>Veraston</i> .	Weeks	1,154	"
" 3.	<i>Bangor</i> .	Brown	2,202	"
" 5.	<i>Sandsend</i> .	Clark	2,480	Grain
" 6.	<i>M. C. Holm</i> .	Nielsen	1,572	Pulp Wood
" 6.	<i>Pola</i> .	Bennett	1,967	Grain
" 8.	<i>Marian</i> .	Hogg	1,218	Deals
" 15.	<i>Astrola</i> .	Stokes	2,110	Grain
" 17.	<i>Fairmount</i> .	Telfer	1,184	Steel Rails
" 22.	<i>Westmount</i> .	Milligan	1,171	"
" 22.	<i>Togona</i> .	Henryton	1,299	"
" 27.	<i>Stormount</i> .	McMaster	1,230	"
July 1.	<i>Glenmount</i> .	Wood	1,246	"
" 11.	<i>Carleton</i> .	Smith	830	"
" 10.	<i>Westmount</i> .	Milligan	907	Deals
" 17.	<i>Gothard</i> .	Landstalen	1,230	Steel Rails
" 20.	<i>Stormount</i> .	McMaster	1,171	"
" 22.	<i>Fairmount</i> .	Telfer	1,184	"
" 24.	<i>Glenesen</i> .	Gellings	2,065	Grain
Aug. 5.	<i>Glenmount</i> .	Wood	1,246	Steel Rails
" 7.	<i>Rosefield</i> .	Mably	1,959	Deals
" 14.	<i>St. Andrew's</i> .	Nauen	1,893	"
" 19.	<i>Westmount</i> .	Milligan	1,171	Steel Rails
" 21.	<i>Fairmount</i> .	Telfer	1,184	"
" 31.	<i>Sandsend</i> .	Clark	2,480	Grain
Sept. 9.	<i>Stormount</i> .	McMaster	1,230	Steel Rails
" 14.	<i>Glenmount</i> .	Wood	1,246	"
" 19.	<i>Edith</i> .	Johannsen	867	Deals
" 27.	<i>Glenesk</i> .	Hurst	2,093	Grain
" 28.	<i>Kimount</i> .	Muir	1,297	Steel Rails
Oct. 2.	<i>Garibaldi</i> .	Eoje	466	"
" 3.	<i>J. A. McKee</i> .	Moller	1,374	Pig iron
" 7.	<i>Norfolk</i> .	Olsen	2,434	Grain
" 10.	<i>Fos</i> .	Auli	1,581	Pitch
" 20.	<i>St. Andrew's</i> .	Nanen	1,893	Deals
" 23.	<i>Fimreite</i> .	Mortensen	2,475	Grain
Nov. 9.	<i>Oeland</i> .	Brini	1,879	"
" 13.	<i>Medimer Sawin</i> .	Coshenen	1,295	Deals
Dec. 9.	<i>Lokstakken</i> .	Handeland	2,002	Steel Rails
" 11.	<i>Ulabrand</i> .	Kristiamer	1,269	"
" 26.	<i>Hektor</i> .	Jensen	2,517	"
	<i>Scottish Monarch</i> .	Sibbald	3,267	"

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Place from.	Place to.	DRAFT.				Free Board.	Amount.
		Forward.	Aft.	ft.	in.		
St. John, N. B.	Cape Town, S. A.	21	6	22	10	6	6
Sydney, N. S.	Quebec	18	9	19	6	4	1
Newcastle, N. B.	Belfast			Mean draft.		17	0
Sydney, N. S.	Quebec	18	9	19	6	4	1
Montreal	Marseilles	22	0	22	9	11	4 $\frac{1}{2}$
Cape Tormentine, N. B.	Glasgow			Mean draft.		19	9
Quebec	Waterford	17	6	18	6	3	8 00
Douglastown, N. B.	Belfast	21	3	21	5	10	5
Montreal	Marseilles	23	2	23	2	5	8 00
Chicoutimi, Que.	Rouen	18	6	18	9	4	2
Montreal	Hull	20	2	21	0	4	2 $\frac{1}{2}$
"	Great Yarmouth	18	5	19	6	1	3 $\frac{1}{2}$
"	Tyne Docks	20	9	21	5 $\frac{1}{2}$	3	3
Sydney, N. S.	Fort William, Ont.	13	4	14	4	9	3
"	"	13	4	14	4	9	8 00
"	Port Arthur	14	0	14	0	9	6
"	Quebec	18	9	19	9	4	1
"	"	18	9	19	6	4	1
"	Port Arthur	13	2	15	2	2	5
Campbellton, N. B.	Liverpool	13	4	14	4	9	3
Sydney, N. S.	Quebec	18	2	19	0	4	7
"	Port Arthur	13	4	14	4	9	3
Montreal	Avonmouth	21	3	20	8	10	4
Sydney, N. S.	Quebec	18	9	19	1	4	6
Grindstone Island, N. B.	Brow Head	20	8	20	10	4	5 $\frac{1}{2}$
Chatham, N. B.	Londonderry			Mean draft.		21	7
Sydney, N. S.	Quebec	15	6	17	0	6	6
Montreal	Port Arthur	13	4	14	4	9	3
Sydney, N. S.	Tyne Docks	23	2 $\frac{1}{2}$	23	2 $\frac{1}{2}$	5	5
"	Montreal	18	4	20	2	4	1
Shediac, N. B.	Brow Head	18	2	20	2	4	1
Montreal	Leghorn	20	6	21	5 $\frac{1}{2}$	10	3 $\frac{1}{2}$
Sydney, N. S.	Port Arthur, Ont.			Mean draft.		14	2 $\frac{1}{2}$
"	Port Daniel, Ont.			Mean draft.		12	6
Montreal	Port Arthur, Ont.			Mean draft.		11	0
Sydney, N. S.	St. Petersburg			Mean draft.		22	10 $\frac{1}{2}$
Chatham, N. B.	Cette, France			Mean draft.		20	4
Montreal	Brow Head			Mean draft.		20	4 $\frac{1}{2}$
"	Palermo, Italy			Mean draft.		23	2 $\frac{1}{2}$
Cape Tormentine, N. B.	St. Petersburg			Mean draft.		16	6
Sydney, N. S.	Brow Head			Mean draft.		15	0
"	Kurachi, British India			Mean draft.		22	2
"	St. Nazaire, France			Mean draft.		18	7
"	Sydney, N. S. W.			Mean draft.		13	8
"	"	24	1	24	1	6	3 $\frac{1}{2}$

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APPENDIX No. 15.

REPORT OF THE PORT WARDEN AT WESTPORT, N.S., FOR THE YEAR
ENDING DECEMBER 31, 1908.

WESTPORT, January 3, 1909.

Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to present my report for 1908:—

One survey on barque <i>Aurora</i>	\$ 8 00
Three assistants, \$5 each	15 00
One survey on cargo	8 00
Three assistants, \$5 each	15 00
	—————
	\$46 00

I remain yours, &c.,

GEO. H. WELCH,

January 5, 1909.

Port Warden.

APPENDIX No. 16.

REPORT OF THE PORT WARDEN AT YARMOUTH, N.S., FOR THE YEAR
ENDING DECEMBER 31, 1908.

YARMOUTH, N.S., January 7, 1909.

Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I now forward you my report of surveys held at Yarmouth on vessels arriving in distress, and also for seaworthiness. I have been called fifteen times. The gross amount of fees collected were \$233.50. I paid out for assistance the sum of \$120, leaving a net balance for port warden of \$113.50.

I remain your obedient servant,

EBEN'R SCOTT, P.W.

APPENDIX No. 17.

REPORT OF THE PORT WARDEN AT QUEBEC FOR THE YEAR ENDING
DECEMBER 31, 1908.

QUEBEC, January 14, 1909.

Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As requested by the 30th section of the Port Warden's Rules, I beg respectfully to submit the following annual statement of the business transacted in this office during the year ending December 31, 1908, as follows:—Sixty-four steamers were surveyed for clearance outwards after taking part cargo on board at this port, having previously shipped part cargo of grain and other goods at Montreal. Twenty steamers were surveyed, their hatches opened and cargo examined on their arrival from sea. Three steamers and one steam barge were surveyed on account of collision damage. Eight steamers, one steam barge, one barge and one schooner were surveyed on account of grounding and straining in the River St. Lawrence below and above Quebec. Four vessels were surveyed and their value estimated for general average purpose. Six surveys were held on damaged goods in stores and on wharfs. The receipts and disbursements of this office were as follows:—

Receipts	\$880 00
Expenses	271 50
Balance	608 50

One steamer took live stock at Quebec during the season, amounting in all to 502 cattle, on which, if fees had been collected as in former years, would have amounted to \$7.53, as shown by accompanying statement.

—I am, sir, your obedient servant,

ALEX. RUSSELL,
Acting Port Warden.

QUEBEC, December 31, 1908.

Return of cattle shipped at the port of Quebec during the season of 1908, with the name of steamer and amount of fees, if collected, as in former years:—

July 31, 1908.—SS. *Cassandra*: Cattle, 502; amount, \$7.53.*Recapitulation.*

One steamer took 502 cattle from this port, \$7.53. No fees were collected on above cattle.

ALEX. RUSSELL,
Acting Port Warden and Inspector.

APPENDIX No. 18.

REPORT OF THE PORT WARDEN AT MONTREAL FOR THE YEAR
ENDING DECEMBER 31, 1908.

MONTREAL, 1909.

Honourable L. P. BRODEUR,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour by direction of the council of this board and in compliance with section 31 of the Act governing the Port Warden's Office, 45 Vic., Chap. 45, to transmit herewith documents as follows:—

1. Port warden's annual report for the year 1908.
2. Audited statement of receipts and expenditures of the port warden's office for the year ending December 31, 1908.
3. Statement of investments of port warden surplus funds.

I have the honour to be, sir,

Your obedient servant,

GEO. HADRILL,
Secretary.

P.S.—The statement of shipments which forms part of the port warden's annual report was sent in advance on 5th instant to the acting deputy minister at his request.

GEO. H.

MONTREAL, December 31, 1908.

To the President and Council of the Montreal Board of Trade:—

GENTLEMEN,—I have the honour to submit the annual report of the business of the Port Warden's Office, with the statements of exports, receipts and expenditure for the year 1908.

Navigation opened by the arrivals of the steamships *Corsican*, *Dominion* and *Fremona*, on April 30, these vessels having been detained from April 26, at Quebec, awaiting the passing out of the Lake St. Peter ice.

The navigation of the Gulf of St. Lawrence by the straits of Belle Isle was opened by the Thompson line steamer *Iona*, passing Belle Isle outward on June 23, and the Allan line ss. *Virginian* inward on June 24, both vessels reporting very little ice.

The adoption of the Marconi wireless telegraph has proved of great advantage in the Gulf and River St. Lawrence, especially so to vessels navigating the straits of Belle Isle, as they can take that passage earlier by obtaining information from the Marconi of the condition of the ice, and also take advantage of the straits, going east later in the season, where usually better weather prevails in the fall of the year, by having the wireless telegraph to report them, should they meet with mishap; the absence of means of communication in former years deterred them from going by the straits after November 1. They can now make use of the straits from the time they are clear of ice in the spring, to the close of the season of St. Lawrence navigation. This season

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the ss. *Corsican* passed out at Belle Isle 10 p.m., November 22, light northwest winds, and clear weather. This I think is the latest on record.

The last ocean vessel to leave the port this season was the Elder, Dempster & Co's ss. *Dahomey*, which sailed hence at 2 p.m., November 26, she cleared for Sydney, N.S., light.

The improvements, lighting, deepening, and widening of the ship channel are steadily progressing between this port and Quebec, and also below Quebec, where the Beaujeu channel has been dredged to a depth of 30 feet at low water. Owing to the unusually dry, fine and warm summer and fall this year, the water in the ship channel fell much lower than we have experienced for some time, namely to 29 feet 3 inches in the new 30 ft. channel and 26 ft. 1 inch in the old channel on November 22.

Notwithstanding the heavy smoke from bush fires, and fog which prevailed from September 17 at intervals, to the close of navigation and which was the cause of great detention to a number of vessels, the disasters to vessels between this port and Quebec have not been of a serious nature, which reflects great credit on the pilots, and the officers of the vessels, and speaks well for their vigilance and care. The most serious mishaps were the fouling of a buoy chain mooring in one of the propellers of the Allan Line turbine ss. *Virginian*, and the touching bottom of the ss. *Canada*, causing her to leak. Both of these accidents are alleged to have been caused by buoys being out of place.

The grounding of the ss. *Marina* in dense fog resulted in detention only, the vessel not having sustained any damage.

The telephone service and the recently adopted flag signals on the river, between this port and Quebec, have been of very great assistance both to pilots and ship masters, as it enables them to ascertain the condition of the weather at any part of the river.

I would beg to call your attention to the smoke nuisance which is becoming a serious menace to the safe navigation of vessels in the port of Montreal, especially so in the fall of the year, when as is usual the vessels are all endeavouring to depart at daybreak, a dense pall of smoke settles down over the harbour, rendering the leading marks or guides for the channels undiscernible.

Three hundred and eighty-six over-sea or foreign-going steamships (no sailing vessels) reported at this office with a tonnage of 1,387,878 tons, against three hundred and seventy-eight steamships, and 1,348,552 tons last season, an increase of eight vessels and 39,326 tons.

The business to the lower ports this season consisted of, entered 347 vessels of all classes, with a tonnage of 590,071 tons, against 321 vessels and 531,189 tons, an increase of twenty-six vessels and 58,882 tons over last season.

Clearance of vessel's loaded for the lower ports this season consisted of 94 vessels of all classes with a tonnage of 59,313 tons, against 93 vessels of 61,350 tons last season, an increase of one vessel and decrease of 2,037 tons.

There has been a large falling off in the exports this season in a number of items, namely, corn, oats, apples, lumber, &c.

The total importation of coal via the St. Lawrence river this year was 2,023,000 tons, as compared with 1,555,504 tons last year, an increase of 467,496 tons.

The shipments of various kinds for the past season manifested and reported at this office are as per attached statement.

All of which is respectfully submitted.

ARCHIBALD REID,
Port Warden.

9-10 EDWARD VII., A. 1910

PORT WARDENS OFFICE.
STATEMENT of Receipts and Expenditure for the year ending December 31,

	Dr.	Cr.	1903.	\$ cts.	\$ cts.	1903.	\$ cts.	\$ cts.
1907.								
Dee. 31	To balance in bank.....		8,683 46					
	To cash in Port Warden's hands.....		45 78					
				8,729 24				
				43 91				
	To outstanding accounts, 1907 .....		.....	.....	
1908.	Dee. 31	To revenue, derived as under :—						
	27,888,906 bushels wheat.							
	85,695 " buckwheat.							
	277,001 " peas.							
	1,264,928 " barley.							
	283,912 " rye.							
	207,731 " oats.							
	249,016 " corn.							
	691,193 " flaxseed.							
	18,879 tons oilcake.							
	8,663 " minerals.							
	557 qrls. ashes.							
	875,460 " flour and meal.							
	330,709 " apples.....			826 78				
	99,441 head oxen and horses.....			994 41				
	10,110 " sheep.....			25 29				
	246,265 tons sundries.....			4,925 30				
	16,194 " hay			323 88				
	102,156,777 feet sawn lumber.....			510 76				
	To Port Warden's fees (Inwards).....			156 00				
	" (Outwards)			2,068 00				
	Special surveys.....			103 50				
	Damaged cargo certificates.....			113 25				
					10,047 17			
	Interest, bank account.....			158 38				
	" Treasurer, Board of Trade..			4,418 24				
	E. & O. E.				4,576 62			
						23,396 94		
1909.						9,136 12		
	Jan. 1.....					To balance.....		
						23,396 94		

ABCHIBA LTD BEILD Port Wardem

Montreal January 4 1908
ANTONIA BALEI,

Audited and found correct.

SESSIONAL PAPER No. 23

STATEMENT of Investments of the Surplus Funds of the Port Warden's Office at Montreal, and for interest accruing therefrom for the Year ending December 31, 1908.

Date.	—	Amount.	Per cent for 12 months.	Interest.	
				\$	cts.
Feb. 16, 1880..	Expended \$2,380.34 in purchase of Dominion Government stock.....	2,300 00	3½	80	50
Aug. 16, 1880..	Expended \$7,284.11 in purchase of city of Montreal registered stock.....	7,000 00	5	350	00
Feb. 18, 1884..	Expended \$5,031.34 in purchase of city of Montreal registered stock (Coupon bonds Nos. 1720, 1721, 1722, 1723 and 1724 for \$1,000 each).	5,000 00	4	200	00
March 14, 1887..	Expended \$10,820.75 in purchase of city of Montreal consolidated fund stock.....	10,000 00	4	400	00
Jan. 6, 1906..	Expended \$10,000 in purchase of Montreal harbour bonds.....	10,000 00	4	400	00
" 23, 1907..	Expended \$4,000 in purchase of Montreal harbour bonds.....	4,000 00	4	160	00
" 5, 1908..	Expended \$3,090 in purchase of Montreal harbour bonds.....	3,000 00	5	27	74
	Loans to Montreal Board of Trade building fund.....	70,000 00	4	2,800	00
	Total investments.....	111,300 00			4,412 24

J. R. BINNING,
Treasurer Montreal Board of Trade.
GEO. HADRILL,
Secretary Montreal Board of Trade

MONTRÉAL, January 7, 1909.

APPENDIX No. 19.

REPORT OF THE PORT WARDEN OF NANAIMO, B.C., FOR THE YEAR ENDING DECEMBER 31, 1908.

NANAIMO, B.C., January 2, 1909.

G. J. DESBARATS, Esq.,

Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report as Port Warden for the port of Nanaimo and Departure bay.

Amount collected during the year 1908 for surveys on vessels.....	\$108 50
By amount paid for assistance.....	27 50
Net receipts.....	\$ 81 00

I am, sir,

Your obedient servant,

J. S. KNARSTON,
Port Warden.

APPENDIX No. 20.**REPORT OF THE PORT WARDEN AT VANCOUVER, B.C., FOR THE YEAR
ENDING DECEMBER 31, 1908.**

VANCOUVER, B.C., January 6, 1909.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour of submitting to you my annual report of Port Warden, of the port of Vancouver, for the year ending December 31, 1908.

Amount received for fees of hatches, cargoes, &c., \$635.

MALCOLM MCLEOD,
Port Warden.

APPENDIX No. 21.**REPORT OF THE PORT WARDEN AT VICTORIA, B.C., FOR THE YEAR
ENDING DECEMBER 31, 1908.**

VICTORIA, B.C., January 7, 1909.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour of submitting herewith my annual report as Port Warden of the ports of Victoria and Esquimalt, B.C., for the year ending on the 31st day of December, 1908.

Amount of fees received for surveys made on hatches and cargoes, \$568.50.

I have the honour to be, sir,

Your obedient servant,

CHAS. E. CLARKE,
Port Warden.

APPENDIX No. 22.**REPORT OF THE PILOTAGE AUTHORITY OF CARAQUET, N.B., FOR THE
YEAR ENDING DECEMBER 31, 1908.**

CARAQUET, N.B., January 21, 1909.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to inclose statement of the pilotage dues received within the pilotage authority of Caraquet during the year 1908 also statement of my account as secretary with the Pilotage Commissioners for the same year.

Both are respectfully submitted to you.

I have the honour to be, sir,

Your obedient servant,

PHILIP RIVE,
Secretary to Pilot Commissioners and Pilot Commissioner.

SESSIONAL PAPER No. 23

STATEMENT OF PILOTAGE paid during 1908 in the Pilotage District of Caraquet.

Vessel.	Nationality.	Rig.	Tonnage.	Date of Arrival.	Name of Pilot Inwards.	Date of Sailing.	Name of Pilot Outwards.	\$ cts.
Blenheim.....	British.....	Brigantine.....	347	June.....	No Pilot.....	June.....	No Pilot.....	39 20
Uku	Russian.....	Barkentine	347	June	A. J. Wilson	July 13.....	A. J. Wilson	20 00
Success.....	British.....	Schooner	347	June 27.....	Jos. A. Cheasson.....	July 27.....	Ags'p. Albert	20 80
Mersenia.....	"	Brigantine	96	November 4	Chas. Vibert.....	November 18.....	Chas. Vital	80 00

PHILIP RIVE, SECRETARY, IN ACCOUNT WITH PILOTAGE AUTHORITY.

1908.	Dr.	\$ c.	Cr.	\$ c.
To boat license, Jos. H. Cheasson.....		1 00	By stationery	1 00
" Alex. J. Wilson		1 00	salary.....	2 00
" Larose Gouin.....		1 00		
				<u>3 00</u>

Caraquet, Jan. 30th, 1909.

PHILIP RIVE,

Secretary to Pilot Comm'r's and Pilot Commissioner.

APPENDIX No. 23.**REPORT OF THE PILOTAGE AUTHORITY OF BUCTOUCHE, N.B., FOR
THE YEAR 1908.**

BUCTOUCHE, N.B., January 11, 1909.

Acting Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I herewith transmit pilotage returns for the pilotage district of Buctouche for the year 1908.

1. Names and ages of pilots licensed:—

Joseph Crossman, age 57 years.

Joseph Belleisle, age 52 years.

John Mooney, age 34 years.

Francis R. Smith, age 34 years.

Peter A. Smith, age 42 years.

Joseph Duplessis, age 49 years.

2. The above-named are licensed to undertake the pilotage of vessels of every description within and throughout the pilotage district of Buctouche.

3. Pilotage dues are charged as per section 12 of rules and regulations for the district, viz., \$1.50 per foot draught of water, both inward and outward bound.

4. Total amount of pilotage collected during the year:—

From three steam barges and four schooners, British.....	\$120 50
From one sailing vessel, Norwegian barque, foreign.....	39 50

Total.....\$160 00

Pilotage of schooners optional.

5. The pilotage as above was paid to the pilots who performed their duties as such to the respective vessels.

6. No new licenses were issued, nor any expenses incurred during the year.

JOHN C. ROSS,
Secretary to Buctouche Pilotage Authority.

APPENDIX No. 24.

REPORT OF THE PILOTAGE AUTHORITY OF MIRAMICHI, N.B., FOR
THE YEAR ENDING DECEMBER 31, 1908.

NEWCASTLE, MIRAMICHI, N.B., January 3, 1908.

Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to hand you herewith the pilotage returns for the district of Miramichi, N.B., for the year ending December 31, 1908.

I am, sir, your obedient servant,

BYRON N. CALL,
Secretary Treasurer to Pilot Commissioners.

Class of Vessel.	No. of Vessels.	Total.
Vessels reported inwards—		
British steamers.....	20	
" sailing vessels	14	
Foreign steamers	74	
" sailing vessels.....	23	
Vessels reported outwards—		
British steamers.....	19	
" sailing vessels	15	
Foreign steamers	74	
" sailing vessels.....	23	
Vessels removed—		
British steamers.....	5	
" sailing vessels .....	..
Foreign steamers	20	
" sailing vessels.....	9	
		34

(Sgd.) B. N. CALL,
Secretary Treasurer to Pilot Commissioners.

9-10 EDWARD VII., A. 1910

PILOTAGE returns for the Pilotage district of Miramichi, N.B., year ending December 31, 1908.

Class of Vessel.	Amount.	Total.
	\$ cts.	\$ cts.
Total amount of pilotage inwards—		
British steamers	995 33	
" sailing vessels	275 63	
Foreign steamers	3,999 45	
" sailing vessels	628 35	
		5,898 76
Total amount of pilotage outwards—		
British steamers	955 72	
" sailing vessels	397 00	
Foreign steamers	4,347 58	
" sailing vessels	767 00	
		6,467 30
Total amount for removals—		
British steamers	50 00	
" sailing vessels		
Foreign steamers	148 00	
" sailing vessels	70 00	
		268 00
		\$12,634 06

NATIONALITIES of vessels piloted inwards for year 1908.

	No.		No.
American.....	4	Netherlands.....	1
British	34	Norwegian.....	69
Danish.....	6	Russian.....	4
German.....	2	Swedish.....	8
Italian.....	3		
			131

(Sgd.) B. N. CALL,
Secretary Treasurer to Pilot Commissioners.

RATES of pilotage chargeable at Miramichi, N.B., on all vessels, British and foreign,
Year ending December 31, 1908.

When inward bound.....	\$2.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	\$0.02 per reg. ton.
When outward bound.....	\$2.00 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	\$0.02 per reg. ton.
For the removal and mooring of vessels of over 300 tons.....	\$1.00
And where the distance of removal exceeds four miles, 50 per cent additional on the above rate.	
Removals within a distance of one mile are not compulsory; but, when pilots are requested by masters to perform this service, the charge is.....	\$4.00.
Steam tug boats towing one or more barges with cargo inwards, may depart outwards after having paid full pilotage for the tug and barges inwards, without paying any outward pilotage, except on the tug.	

SESSIONAL PAPER No. 23

LIST of Pilot Boats Licensed.

No.	Name.	Tonnage.	Captain's Name.	First Licensed.
15...	<i>Princess Louise</i>	20'85	Asa Walls.....	May 1879.
16...	<i>Senator Snowball</i>	30'95	Jas. A. Nowlan.....	" 1897.
17...	<i>Mabel</i>	22'00	George Savoy.....	" 1900.

(Sgd.) B. N. CALL,
Secretary Treasurer to Pilot Commissioners.

PILOTAGE returns for the Pilotage district of Miramichi, N.B., year ending December 31, 1908.

No.	Names of Pilots.	Age.	For what Service.	Remarks.
2....	Louis Jimmo	54	Full license.	
6....	Francis Martin	74	" "	
7....	Maxime Martin	63	" "	
10...	Alexander Wilson	62	" "	
11...	Robert J. Walls	57	" "	
22...	William Walls, sr	54	" "	
26...	John McCallum	56	" "	
27...	James Nowlan	57	" "	
29...	George Sutton	57	" "	
30...	James A. Nowlan	53	" "	
31...	George T. Tait	51	" "	
32...	Joseph Jimmo	53	" "	
33...	James McCallum	64	" "	
35...	John Martin	49	" "	
36...	Asa Walls	49	" "	
37...	William Walls, jr	51	" "	
38...	John Nowlan	52	" "	
41...	Michael Jimmo	41	" "	
42...	George M. Nolan	52	" "	
44...	George Savoy	64	" "	

(Sgd.) B. N. CALL,
Secretary Treasurer to Pilot Commissioners.

9-10 EDWARD VII., A. 1910

MIRAMICHI Pilots in account with B. N. Call, Secretary Treasurer.

1908.		\$ cts.
DR.		
June 4..	To D. Doyle, horse hire taking pilot to Bridgetown.	1 00
" 8..	<i>North Shore Leader</i> , printing pilot forms.	4 00
" 18..	Asa Walls, fitting out Schr. <i>Princess Louise</i> .	40 00
" 18..	Jas. A. Nowlan, fitting out Schr. <i>Senator Snowball</i> .	40 00
" 18..	J. B. Snowball Co., account Schr. <i>Senator Snowball</i> .	15 41
" 18..	J. B. Snowball Co., account Schr. <i>Princess Louise</i> .	23 86
v 18..	Jas. McDonald & Co., lumber for pilot schooners.	3 53
" 18..	Miramichi Steam Navigation Co., fares for pilots.	3 75
July 18..	J. Fred. Benson, printing pilot reports.	2 25
" 18..	R. J. Walls, cleaning pilots' office, telegrams, &c.	3 75
Aug. 18..	J. B. Snowball Co., account Schr. <i>Princess Louise</i> .	6 71
" 18..	J. B. Snowball Co., account Schr. <i>Princess Louise</i> .	9 00
" 25..	Paid sight draft drawn by Capt. Jas. A. Nowlan favour J. J. Yorston, Pictou, N.S., repairs to Schr. <i>Senator Snowball</i> .	66 73
Sept. 18..	Geo. P. Searle, rent of pilots' office for one year to April, 1909	24 09
Oct. 17..	Geo. Stothart, account Schr. <i>Princess Louise</i> .	6 45
" 17..	Geo. Stothart, account Schr. <i>Senator Snowball</i> .	3 25
Nov. 18..	J. B. Snowball Co., account Schr. <i>Princess Louise</i> .	6 50
" 18..	A. C. McLean, account Schr. <i>Princess Louise</i> .	14 98
" 18..	A. C. McLean, account Schr. <i>Senator Snowball</i> .	8 06
" 25..	Miramichi Steam Navigation Co., fares for pilots.	3 75
" 25..	W. S. Loggie Co., account Schr. <i>Princess Louise</i> .	19 51
" 25..	W. S. Loggie Co., account Schr. <i>Senator Snowball</i> .	37 61
" 25..	Edward Burke, account Schr. <i>Senator Snowball</i> .	1 85
" 25..	Edward Burke, account Schr. <i>Princess Louise</i> .	2 35
" 25..	J. B. Snowball Co., account Schr. <i>Princess Louise</i> .	1 60
" 26..	R. J. Walls, account horse hire taking pilots to and from vessels, \$1.50; telegrams, 50c.; stove repairs, 65c.	2 65
Dec. 1..	E. Johnson, stationery, &c., for pilots' office.	2 45
" 3..	A. & R. Loggie, rent of warehouse.	10 00
" 3..	Secretary-Treasurer, 3 per cent commission on \$13,034.06 collected.	391 02
" 3..	Secretary-Treasurer, postage, stationery, telephone, tolls, &c.	4 70
" 3..	Advocate Publishing Co., printing resolution of Oct. 12, 1908, for insertion in pilot regulations.	2 50
" 3..	Paid 17 pilots \$10,382.13 and 3 pilots \$1,887.71.	12,269 84
13,034 06		
CR.		
Dec. 3..	Amount collected pilotage in.	\$5,898 76
" 3..	" " " out.	6,467 30
" 3..	" " for removals.	268 00
" 3..	" earnings pilots outside.	400 00
13,034 06		

(Sgd.) B. N. CALL,
Secretary Treasurer to Pilotage Commissioners.

J. C. MILLER,
Chairman.

APPENDIX No. 25.

REPORT OF THE PILOTAGE AUTHORITY OF RESTIGOUCHE, N.B., FOR
THE YEAR ENDING DECEMBER 31, 1908.

CAMPBELLTON, N.B., January 11, 1909.

GEO. J. DESBARATS, Esq.,

Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour to hand you herewith the pilotage report for district of Restigouche, N.B., duly signed by the chairman and myself and trust that the same will be found in order and correct.

Your obedient servant,

FRANK S. BLAIR,
*Secretary Treasurer Pilotage Commissioners.
of District of Restigouche, N.B.*

PILOTAGE Returns for District of Restigouche, N.B., year ending December 31, 1908.

Ports.	Steam.		Sail.		Total.		Dues.	Com-mission.	Net to Pilots.
	No.	Tons.	No.	Tons.	No.	Tons.			
Campbellton, N.B.	33	43,996	34	22,457	67	66,453	5,136 02	154 08	4,981 94
Dalhousie	3	6,471	6	3,794	9	10,265	428 74	12 86	415 88
River Louison.....	5	7,886	4	1,708	9	9,594	424 09	12 72	411 37
Total	41	58,353	44	27,959	85	86,312	5,988 85	179 66	5,809 19

Members of the Pilotage Club of Restigouche, N.B.:—

Robt. McNeil. ....	.....	.....	.....	.....	.....	.....	.....	.....	67
Jos. Elsleiger. ....	.....	.....	.....	.....	.....	.....	.....	.....	52
Neil Neilson. ....	.....	.....	.....	.....	.....	.....	.....	.....	34
Wm. Donahue. ....	.....	.....	.....	.....	.....	.....	.....	.....	41
Dan C. McNeil. ....	.....	.....	.....	.....	.....	.....	.....	.....	32
John McNeil. ....	.....	.....	.....	.....	.....	.....	.....	.....	29
Ed. Elsleiger, Pilot Master. ....	.....	.....	.....	.....	.....	.....	.....	.....	43

Commissioners for district:—

Wm. F. NAPIER, *Chairman*,

W. S. MONTGOMERY,

A. H. HILYARD,

D. CHAMPOUX,

F. S. BLAIR, *Secretary Treasurer*.

CAMPBELLTON, N.B., December 31, 1908.

W. F. NAPIER,
Chairman.

FRANK S. BLAIR,
Secretary Treasurer.

9-10 EDWARD VII., A. 1910

PILOTAGE RATES FOR THE PILOTAGE DISTRICT OF RESTIGOUCHE, N.B.

For every foot of water any ship shall draw at the time, inward or outward bound: Port of Dalhousie, Benjamin, Beaver Point, Nash's creek, Jacquet river, or any loading station east of Dalhousie, on the Bay of Chaleur, \$1.50.

Port of Campbellton, Oak Bay or any loading station east of same and west of Dalhousie, \$2 per foot when ship proceed direct from sea.

Ships bound for Dalhousie, Benjamin, Beaver Point, Nash's creek, Jacquet river or any loading station east of Dalhousie calling at any of said harbours for orders or to discharge ballast, cargo or otherwise, on ship's account, \$1.50 and thence to any other of the said ports or loading station on the Bay of Chaleur \$0.75 per foot on draft of such ship at the time.

Ships bound for Campbellton, Oak Bay or any loading station east of Oak Bay and west of Dalhousie, waiting at Dalhousie or any of the outer or bay ports to discharge ballast cargo or otherwise, on ship's account, \$1.50 and thence to the said port of Campbellton and Oak Bay or any loading station east of Oak Bay and west of Dalhousie \$0.75 per foot on draft of such ships at the time, and vice versa.

For the removal of any ships, including the properly securing and mooring such ship, the following rates:—

For ships not exceeding 120 tons	\$1 50
" over 120 tons to 200 tons	2 00
" 200 " 300 "	3 00
" 200 " 300 "	3 00
" 300 " 600 "	4 00
" 600 "	5 00

and when the distance of removal extends four miles 50 per cent additional of the above rates. In addition to above rates, all vessels propelled wholly or in part by steam shall pay one cent inward and one cent outward per net registered ton.

Campbellton and Dalhousie, N.B., are included in the Pilotage District of Restigouche. Full pilotage is compulsory when vessels are spoken inwards or pilots offered outwards; but when vessels are not spoken inwards or the services of a pilot offered outward, no pilotage need be paid.

APPENDIX No. 26.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR THE YEAR ENDING DECEMBER 31, 1908.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—Inclosed please find the annual returns for pilotage for this district, for the year ending December 31, 1908, all of which I trust you may find in order.

I have the honour to be, sir,

Your obedient servant,
J. M. THOMAS,
Secretary St. John Pilot Commissioners.

SESSIONAL PAPER No. 23

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., December 31, 1908.

REVENUE ACCOUNT.		\$	cts.	\$	cts.
Receipts—					
Licenses to 23 pilots at \$5.....		115	00		
" 4 boats at \$10.....		40	00		
25 cents per foot on outward pilotage Saint John to date		1,953	52		
25 cents per foot on outward pilotage Musquash to date.....		5	00		
				2,113	52
Expenditures—					
Auditing accounts for 1907.....		25	00		
Stationery, &c		22	08		
Office rent, 12 months		100	00		
Salary Secretary Treasurer, 12 months.....		1,000	00		
Sundries.....		10	00		
Amount transferred to Pilot Fund Account				1,157	08
				956	44
				2,113	52

J. M. THOMAS,
Secretary.

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., December 31, 1908.

PILOT FUND ACCOUNT.		\$	cts.	\$	cts.
DR.					
Pensions paid to 3 pilots.....		675	00		
" " 11 widows and 2 children.....		1,431	25		
To balance.....				2,106	25
				6,164	08
				8,270	33
CR.					
By balance December 31, 1907.....		238	11		7,075
By interest on Dominion Savings Bank deposits, 12 months.....		956	44		78
By amount from Revenue Account.....				1,194	55
				8,270	33
By balance to credit Pilot Fund Account December 31, 1908.....				6,164	08

J. M. THOMAS,
Secretary.

9-10 EDWARD VII., A. 1910

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., December 31, 1908.

SPECIAL FUND.	\$	cts.
CR.		
By balance, December 31, 1908	2,972	76
By 5 p.c. from net earnings of pilots for year ending December 31, 1908.	1,566	05
		4,538 81

J. M. THOMAS,
*Secretary.*OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., December 31, 1908.

STATEMENT of Funds—The St. John Pilot Commissioners, December 31, 1908.

INVESTMENT ACCOUNT.	\$	cts.	\$	cts.
CURRENT ACCOUNT.				
Dominion Savings Bank per Pass Book No. 744.....	5,708	07		
" No. 10,260.....	2,468	02		
			8,176	09
Bank of New Brunswick.....			2,526	80
				10,702 89

J. M. THOMAS,
Secretary.

SESSIONAL PAPER No. 23

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., December 31, 1908.

PILOTS Earnings for Year 1908.

	\$ cts.	\$ cts.
Total amount, pilotage received.....		33,196 30
Less—25c; per foot from outward pilotage.....	1,953 52	
5 p.c. of net pilotage.....	1,566 05	
	<hr/>	<hr/>
<i>Contra.</i>		29,676 73
Bennett, James.....	2,318 09	
Cline, Alfred.....	306 90	
Cline, Richard B.....	1,079 95	
Doyle, James.....	2,071 84	
Doherty, Joseph.....	2,820 35	
Doherty, Robert.....	538 90	
Lahey, William.....	401 55	
Lahey, Frank L.....	705 70	
Miller, James H.....	1,369 68	
Murray, William.....	1,502 30	
McKelvey, Fen. M.....	620 85	
Quinn, William.....	1,762 50	
Rogers, Bartholomew.....	1,915 30	
Spears, James S.....	387 90	
Spears, Henry.....	2,508 09	
Spears, Martin.....	1,420 60	
Spears, William J.....	319 65	
Scott, Richard.....	19 00	
Scott, William.....	1,345 40	
Stone, Thomas J.....	2,682 84	
Sherrard, John L. C.....	1,226 07	
Thomas, John S.....	2,083 02	
Traynor, Thomas.....	269 45	
	<hr/>	29,676 73

J. M. THOMAS,
Secretary.

9-10 EDWARD VII., A. 1910

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., December 31, 1908.

Name.	Age.	Residence.	Remarks.
Bennett, James	51	St. John, N.B.	
Cline, Alfred	51	"	
Cline, Richard B.	38	"	
Doyle, James	71	"	
Doherty, Joseph	62	"	
Doherty, Robert	23	"	12 foot branch.
Lahey, William	79	"	
Lahey, Frank L.	37	"	
Miller, James H.	31	"	
Murray, William	35	"	
McKelvey, Fen. M.	22	"	12 foot branch.
Quinn, William	61	"	
Rogers, Bartholomew	51	"	
Spears, James S.	63	"	
Spears, Henry	57	"	
Spears, Martin	51	"	
Spears, William J.	22	"	12 foot branch.
Scott, Richard	57	"	
Scott, William	52	"	
Stone, Thomas J.	55	"	
Sherrard, John L. C.	74	"	
Thomas, John S.	60	"	
Traynor, Thomas	55	"	
McAnulty, John	70	Musquash, N.B.	Licensed for Musquash only.

J. M. THOMAS,
Secretary.

DISTRICT OF ST. JOHN, N.B., Dec. 31, 1908.
OFFICE OF PILOTAGE AUTHORITY,

RETURNS of Vessels arriving at the Port of Saint John (subject to the Pilot Act)
for the year ending December 31, 1908.

	British.	Foreign.	Total.
Schooners	85	160	245
Brigs and brigantines	1	1	2
Ships		1	1
Barques and barquentines	3	11	14
Steamships	198	27	225
Total	287	200	487
Amount of pilotage received	\$26,431 85	\$6,764 45	\$33,196 30

J. M. THOMAS,
Secretary.

SESSIONAL PAPER No. 23

DISTRICT OF ST. JOHN, N.B., Dec. 31, 1908.
OFFICE OF PILOTAGE AUTHORITY,

RATES of Pilotage for this Pilotage District.

	PER FOOT DRAUGHT OF WATER.		
	Inward.	Outward.	Trans- porting.
On all sailing vessels (not otherwise exempt)—			
1st district.....	1 50		
2nd ".....	1 75		
3rd ".....	2 25		
1st district (Partridge Island).....		1 25	
Down the Bay of Fundy (not compulsory).....		2 00	
Vessels not over 100 tons.....			1 50
Vessels over 100 tons and not exceeding 200 tons.....			2 00
" 200 " " 300 ".....			3 00
" 300 " " 400 ".....			*4 00
All steamships (not otherwise exempt)—			
1st district.....	2 00		
2nd ".....	2 50		
3rd ".....	3 00		
1st district (Partridge Island).....		1 75	
Down the Bay of Fundy (not compulsory).....		2 75	
All steamers not exceeding 100 tons.....			2 00
All steamers over 100 tons and not exceeding 200 tons.....			2 50
" 200 " " 300 ".....			3 75
" 300 " " 400 ".....			†5 00

* Twenty-five cents additional for every fifty tons such vessel may measure over 400 tons.

† Thirty cents additional for every fifty tons such steamer shall measure over 400 tons.

J. M. THOMAS,
Secretary.

APPENDIX No. 27.

REPORT OF THE PILOTAGE AUTHORITY OF ARICHAUT, C.B., FOR THE
YEAR ENDING DECEMBER 31, 1908.

ARICHAUT, C.B., January 2, 1909.

Acting Deputy Minister Marine and Fisheries,
Ottawa.

DEAR SIR,—In reply to your letter of a recent date I beg leave to inform you that their is nothing done in pilotage in this district. Since a couple of years their has not been any pilotage license granted by the Pilotage Commissioners. There are very few sailing vessels left; it is all steamers now, and but very few come to this port.

Yours truly,

ISIDORE LEBLANC,

Secretary of Pilotage Authority.

APPENDIX No. 28.**REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX FOR THE YEAR
ENDED DECEMBER 31, 1908.**

HALIFAX, N.S., January 8, 1909.

The Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to inclose accounts of the Halifax Pilot Commission for the year ending December 31, 1908, as follows:—

Receipts and expenditures.

Superannuation fund.

List of pilots.

List of pensioners.

Return of vessels inward and outward at port of Halifax; the rates of pilotage in force at the port.

I am, sir, your obedient servant,

FRANK J. PHELAN,

Secretary.

HALIFAX, January 1, 1909.

1909	RECEIPTS AND EXPENDITURES.	\$	cts.	\$	cts.
Jan. 1....	Balance.....				3,241 97
	Interest.....	1,021	08		
	Commission.....	2,284	85		
	Licenses.....	114	00		
	Inspection.....	40	00		
	Outward Pilotage.....	1,681	95		
				5,141	88
	Salary.....	900	00		
	Rent.....	425	00		
	Expense—(office).....	265	68		
	Telephones.....	45	00		
	Books and Stationery.....	78	20		
	Apprentices.....	352	00		
	Superannuation.....	2,291	52		
	Auditor.....	50	00		
	Balance.....	3,976	45		
				8,333	85

FRANK J. PHELAN,

Secretary.

SESSIONAL PAPER No. 23

HALIFAX, January 1, 1909.

SUPERANNUATION FUND.

	SUPERANNUATION FUND.	\$	cts.	\$	cts.
1909					
Jan. 1.....	Balance.....				31,002 06
Dec. 31.....	Commissions.....	1,270	44		
	Interest	1,021	08		
	Paid Pensions			33,293	58
	Balance	1,631	25		
					31,662 33

FRANK J. PHELAN,
Secretary.

	MEMO. OF INVESTMENTS.	\$	cts.
Dominion Stock.....		21,301	16
Savings Bank.....		9,175	87
Union Bank.....		1,185	30
			31,662 33

RETURN of Vessels Inward at Port of Halifax, N.S., from January 1 to December 31, 1908—Subject to Pilotage.

BRITISH.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
88	10	680	1,731,037	\$17,330.08

FOREIGN.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
44	10	145	215,055	\$3,914.30

RETURN of Vessels Outward at Port of Halifax, N.S., from January to December 31, 1908—Subject to Pilotage.

BRITISH.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
79	10	668	1,337,588	\$10,430.25

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FOREIGN.

Schooners.	Barques.	Steamers.	Tonnage.	Amount.
38	9	148	176,432	\$2,086.16

FRANK J. PHELAN,
Secretary.

LIST OF PILOTS—HALIFAX DISTRICT.

No.	Name.	Age.	Address.
1	Fleming, Jas.	69	Halifax, N.S.
4	Baker, Wm.	73	"
5	Hayes, Law.	30	"
6	Thomas, Frank.	32	Herring Cove, N.S.
7	Brackett, Bernard.	27	"
8	Hayes, Wm..	34	"
10	Holland, John.	27	Dartmouth, N.S.
12	Hanrahan, Jas.	71	Fergusons Cove, N.S.
14	Hayes, John.	58	Halifax, N.S.
15	Spears, Jas..	52	"
16	Beazley, J. F.	49	"
17	Gorman, Wm.	36	"
18	Martin, C. F.	42	"
19	White, Wm..	51	Purcells Cove.
20	Hayes, Thos.	49	Halifax, N.S.
21	Reyno, Thos.	48	"
22	Mackay, Frank.	36	"
23	Latter, Henry.	40	"

OUTPORTS.

Smith, Joseph.	Margarets Bay, N.S.
Palmer, D.	Ship Harbour, N.S.
Marks, M. G.	"
Martin, R.	Sheet Harbour, N.S.
Hilchey, Chas.	Tangier, N.S.
Gilbert, Geo.	Musquodoboit, N.S.
Berrigan, Wm.	Salmon River, N.S.
Smith, Wm..	Necum Teuch, N.S.

FRANK J. PHELAN,
Secretary.

SESSIONAL PAPER No. 23

LIST OF PENSIONERS—HALIFAX DISTRICT.

Name.	Address.	Age.	Amount.
			\$ cts.
Hayes, Patrick.....	Herring Cove, N.S....	86	200 00
Fleming, J. W.....	Halifax, N.S.....	46	200 00
Beazley, Wm.....	".....	69	200 00
Holland, Jas.....	Portugese Cove, N.S..	72	200 00
Martin, Mrs. C.....	Halifax, N.S.....	76	75 00
Johnson, Mrs. J.....	Bear Cove, N.S.....	76	75 00
Glazebrook, Mrs. C.....	Boston.....	63	75 00
Martin, Mrs. D.....	Halifax, N.S.....	50	75 00
Martin, Cath	".....	15	15 00
Gallagher, Mrs. B.....	".....	46	75 00
Gallagher, W. L.....	".....	11	15 00
Gallagher, Cath.....	".....	8	15 00
Munro, Mrs. H.....	".....	71	75 00
Reyno, Mrs. J.....	Herring Cove, N.S.....		75 00
Holland, Mrs. J.....			
Bayers, Mrs. E.....	Boston.....	61	75 00

FRANK J. PHELAN,
Secretary.

All vessels propelled by steam, and coasting between Halifax and any Atlantic port in the Dominion of Canada, Newfoundland or the United States of America, if spoken by a pilot inward and refuses to accept the services of same, must pay half pilotage; and if a pilot be employed, full pilotage must be paid.

Sailing vessels which do not accept the services of a pilot either inward or outward, when such services are offered, must pay full pilotage.

PILOT RATES AT HALIFAX.

		In Free.	Out Free.
		\$ cts.	\$ cts.
Vessels of 120 tons and under.....			
" 120 "	200 tons.....	9 60	6 00
" 200 "	300 "	13 20	8 40
" 300 "	400 "	16 80	10 80
" 400 "	500 "	19 20	12 60
" 500 "	600 "	21 60	13 20

Over 600 tons, an additional sixty cents for every 100 tons (or fractional part thereof), above 600 tons inward, and thirty cents outwards. Outward pilotage for all vessels of 200 tons and upwards to be compulsory.

APPENDIX No. 29.

REPORT OF THE PILOTAGE AUTHORITY OF LOUISBURG, N.S., FOR
YEAR ENDED DECEMBER 31, 1908.

Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the Pilotage Authority of Louisburg for the year ending December 31, 1906.

Ships Employing a Pilot.	Tonnage.	Amount Paid.
		\$ cts.
71 British steamships.....	155,845	2,074 60
80 Foreign "	106,370	1,559 90
23 British sailships.....	3,787	157 40
2 Foreign "	288	24 00
		3,815 90
Taking orders to ships.....		50 00
Docking ships.....		24 50
Acting coast pilot.....		25 00
Taken away on ships.....		16 66
Assisting vessel off rocks		10 00
		3,942 06
To commission on stationery.....	\$ 157 68	
Other bill to maintain service.....	733 66	
		891 34
Paid pilots each, \$381.44.....	3,050 72	3,942 06

Approved

W. W. LEWIS,
Chairman.

THOS. TOWNSEND,
Secretary of Pilot Board.

LOUISBURG, C.B., December 31, 1908.

NUMBER of Pilots Licensed for Port of Louisburg.

No.	Name.	Age.	No.	Name.	Age.
1	Pope, Peirce.....	34	5	Townsend, Wm. H	62
2	Wilcox, Thomas.....	45	6	Williams, Wm.....	38
3	Power, John	46	7	Tutty, Lewis	38
4	Tutty, John E.....	49	8	Kelly, Edward	43

Number of boats kept ready for use, 8.

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Rates of Pilotage for Port of Louisburg.	Inward.	Outward.
	\$ cts.	\$ cts.
On sail and steamship of 80 tons to 120.....	4 00	3 00
" " 120 " 200	6 00	4 00
" " 200 " 300	7 00	5 00
" " 300 " 400	8 00	6 00
" " 400 " 500	10 00	8 00
" " 500 " 700	11 00	9 00
" " 700 " 1,000	13 00	11 00
" " 1,000 " 1,500	15 00	12 00
" " 1,500 " 2,000	16 00	14 00
" " 2,000 " 2,500	18 00	16 00
" " 2,500 " 3,000	22 00	18 00

Over 3,000 tons, one cent additional per ton inward, and one cent additional per ton outward.
Winter pilotage 20 per cent additional on above rates.

RATES OF PILOTAGE.

	Inward.	Outward.
	\$ cts.	\$ cts.
On steamships of 80 tons to 500 tons.....	8 00	5 00
" of 500 " to 1,000 "	10 00	6 00
" of 1,000 " to 3,000 "	12 00	8 00

NOTE—Winter pilotage, from December 1 to April 15, shall be 50 per cent additional to the above rates on sailing ships and steamships.

	Inward.	Outward.
	\$ cts.	\$ cts.
On sailing vessels of 80 tons and under 150 tons.....	5 00	3 00
" " 150 " " 250 "	8 00	5 00
" " 250 " " 400 "	9 00	7 00

On sailing vessels over 400 tons, 1 cent per ton additional, inward and outward.

APPENDIX No. 30.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF PARRSBORO', N.S., FOR THE YEAR ENDED DECEMBER 31, 1908.

3 British vessel paid.....	\$ 40 00
4 Foreign vessel paid.....	119 50
7	159 50

Paid Pilot Joseph Anderson.....	\$ 148 00
Secretary for salary and contingencies.....	11 50
	\$159 50

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PILOTAGE NON-COMPULSORY.

Rates, \$1.25 to \$2.50 per draft foot for sailing vessels and 50 cents per draft foot additional for steamers inwards. Rates, \$1.50 to \$2.50 per draft foot for sailing vessels and 50 cents per draft foot additional for steamers outwards.

The Parrsboro' pilotage district extends from Isle Haut on the west to Harrington's river on the east.

Rates.

	Per ft. Draft.
From Isle Haut to Spencers Island.....	\$ 1 25
" Port Gravelle.....	1 25
" Diligent river.....	1 50
" West bay.....	2 00
" Partridge island.....	2 50
" Moose or Harrington river.....	2 75
From Spencers island to West bay.....	1 25
" Partridge island..	1 50
From West bay to Partridge island.....	1 25
On all outward bound vessels.....	1 50

Pilotage dues are not compulsory but the above rates are charged vessels engaging pilots.

E. GILLESPIE,
Secretary.

APPENDIX No. 31.

REPORT OF THE PILOTAGE AUTHORITY OF ST. ANNES, N.S., FOR THE YEAR ENDING DECEMBER 31, 1908.

1908.	Name of Vessel.	Rig.	Country to which Str. belonged.	Tons.	Amount paid inward.	Amount paid outward.	Total.
					\$	\$	\$
May....	S.S. Francis.....	S.S.	Nor.	699	17	17	34
".....	" Francis	S.S.	Nor.	699	17	17	34
June....	" Francis	S.S.	Nor.	699	17	17	34
July....	" Francis	S.S.	Nor.	699	17	17	34
".....	" Francis	S.S.	Nor.	699	17	17	34
Aug....	" Flora	S.S.	Nor.	634	17	17	34
".....	" Flora	S.S.	Nor.	699	17	17	34
Sept....	" Nora.....	S.S.	Nor.	699	17	17	34
".....	" Francis	S.S.	Nor.	699	17	17	34
".....	" Nora	S.S.	Nor.	699	17	17	34
".....	" Flora	S.S.	Nor.	634	17	17	34
".....	" Flora	S.S.	Nor.	699	17	17	34
Oct....	" Flora	S.S.	Nor.	634	17	17	34
".....	" Nora.....	S.S.	Nor.	699	17	17	34
".....	" Francis	S.S.	Nor.	699	17	17	34
Nov....	" Flora	S.S.	Nor.	634	17	17	34
".....	" Nora.....	S.S.	Nor.	699	17	17	34
				12,302	.....	.....	612

The Names of the Pilots are—

JOSEPH FADER,
 A. B. MORRISON,
 DAN. BUCHANNAN,
 A. CARMICHAL.

APPENDIX No. 32.

REPORT OF THE PILOTAGE DISTRICT OF ST. MARY'S AND LISCOMBE, N.S., FOR THE YEAR 1908.

EDWARD QUINN, PILOT, St. MARY'S, No. 1,

Acting Deputy Minister of Marine and Fisheries.

Sir,—I have the honour to forward my annual report for 1908.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Register	Tonnage.	Name of Master.	Fees.
May 22	Christiana	Barque	Hestia.....	Christiania.....	532	Duncanson	\$ 29 00
June 2	Tancook	Tern	Jessie Lena.....	New York.....	272	Carter	20 00
July 25	Africa	Schooner	Vera.....	Marstal.....	155	Mygrud	12 00
Sept. 24	Brazil	Barque	Hordin.....	Korguo	699	Anderson	32 00

JOHN BURNS, St. MARY'S, No. 2.

Sept. 8	Picto Dom.....	Term Schooner	James William.....	Picto.....	600	Morton, outward.....	15 00
	"	Steam.....	Ragnarak.....	Norway.....	300	North Am., inward and outward.....	9 11
					680	14, inward and 15, outward	29 00

RONALD BURNS, St. MARY'S, No. 3.

May 21	SS. Tug Rona & Drge				626		6 00
	Geo. McKenzie.				400	Inward and outward	30 00
June 9	Barque Glee.....						24 00

DAVID CROFT, GEGOGGIN, No. 1.

Oct. 6	Halifax, N.S.	1723	SS. Briarden.....	Newcastle	1,723	Crowe, 24-25.....	49 00
Nov. 21	Sherbrooke.....		S. Preference.....	Windsor	243	R. Gale, 6 inward, 8 outward.....	14 00

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GEORGE B. RILEY, LISCOMBE, No. 3.

23	July 9 Nov. 5	Ship Harbour Sherbrooke...	Term Schooner.....	Hope Sherwood E. F. Northam.....	R. Island New York.....	522 315	Campbell Reid.....	29 00 20 00
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HENRY LAING, PILOT, LISCOMBE, No. 7.

Nov. 16 . . .	Swansea.....	Ship.....	Savonia.....	Maitland.....	1,600	Crossley.....	49 00
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SETH MCKINLAY, PILOT, LISCOMBE, No. 8.

Sept. 6 . . .	Sherbrooke.....	Tern.....	James Williams.....	Pictou.....	440	Martin.....	24 00
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APPENDIX No. 33.

REPORT OF THE PILOTAGE AUTHORITY OF NORTHPORt AND TIDNISH, N.S., FOR THE YEAR ENDING DECEMBER 31, 1908.

Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Ferguson Brownell, age 52, and Robert McClosky, age 63, are the pilots licensed to pilot ships in and out of Northport and Tidnish. Pilotage dues are \$1 per foot inward and outward, and \$2.50 for shifting a ship from ballast ground to loading ground, is the total charge on ships. For the year 1908 all the ships loaded at Northport and all were foreign, loaded with deals and scantling for the United Kingdom of Great Britain and Ireland. The pilotage dues were \$272.50. The secretary collects them and transacts all the business of the Commission and for his services receives 5 per cent of the pilot's earnings.

I am, sir, your obedient servant,

BURPEE ROCKWELL,

Sec. Com. Northport and Tidnish.

AMHERST BEACH, January 8, 1909.

APPENDIX No. 34.

REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH, N.S., FOR THE YEAR ENDING DECEMBER 31, 1908.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to submit on behalf of the Commissioners of Pilots for Ports Pugwash and Port Philip, as follows:—

No.	Names of Pilots.	Age.	No.	Names of Pilots.	Age.
1	Neil McKiver	48	5	Alfred E. Seaman	30
2	Clarence Reid	55	6	George Tuttle King	29
3	George Heather	66	7	E. Russel Heather	27
4	Andrew Seaman	66			

Names of Ships.	Date.	Nationality.	Tonnage.	Pilotage.	Pilot in Charge.
SS. Gustofadolf	May	Swedish	1,486	\$ 61 87	A. E Seaman.
" Competitor	July	British	2,216	104 62	E. R. Heather.
" Mercia	Sept.	"	1,694	76 23	A. E. Seaman.
" Uera	"	"	1,854	83 43	"
" Lovestaken	"	Norwegian	2,002	109 00	
" Coalng.	Oct.	British	2,475	111 37	Neil McKiver.
" Andonia	Dec.	"	2,034	91 53	A. E. Seaman.
Schooners, tonnage and pilotage that Pilots have collected from themselves.			{ 776 323 90	{ 36 70 18 00 4 50	{ Neil McKiver. A. E. Seaman. G. T. King.
			14,950	\$ 697 25	

Kind of Ships.	Number.
Swedish	1
British	5
Norwegian	1

Total 7

A number of Schooners enter into this Port that do not employ a Licensed Pilot. They employed have earned and have been paid the sum of \$697.25.

The Pilots

There is no pilotage fund in this port.

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Rates of pilotage and registered tonnage.

			Inward.	Outward.
Vessels	80 tons and under	140 tons	\$ 6 00	\$ 5 00
"	140	" 230 "	8 00	7 00
"	230	" 300 "	10 00	9 00
"	300	" 400 "	14 00	12 00
"	400	" 500 "	16 00	14 00
"	500	" 600 "	17 00	15 00
"	600	" 700 "	18 00	16 00
"	700	" 800 "	19 00	17 00
"	800	" 900 "	20 00	18 00
"	900	" 1,000 "	21 00	10 00

All vessels over 1,000 tons pay $2\frac{1}{2}$ cents a ton inward and 2 cents per ton outward on all in excess of 1,000 tons on their registered tonnage.

All vessels under 80 tons accepting pilots shall pay 5 cents per ton inward and 4 cents per ton outward.

Boundaries of the Pilotage District of Pugwash, N.S., are:—On the east by Cape Cliff, on the west or northwest by Lewis Head and embraces all the navigable waters, harbours, bays, rivers or loading places within said district.

This report is most respectfully submitted.

I am, sir, your obedient servant,

ELIAS KING,

Secretary of Commissioners of Pilots.

APPENDIX No. 35.

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE YEAR 1908.

PICTOU, N.S., February 6, 1909.

G. J. DESBARATS, Esq.,

Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed, please find pilotage returns for the port of Pictou, N.S., for the season ending 1908.

I am, sir, your obedient servant,

DODD DWYER,
Secretary.

Total amount received for pilotage—	\$ cts.	\$ cts.
Received from steamships.....	2,210 56	
" sailships	97 00	2,307 56
" British ships	85 00	
" Foreign ships	2,222 56	2,307 56
Certified, A. B. Belanger, master.....		40 00

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No.	Name.	Age.	Amount.	Total.
			\$ cts.	\$ cts.
2	Chas. Cook	60	1,090 38	
4	Angus Smith	51	710 71	
5	McG. Fraser	41	260 31	
6	Wm. McPherson	34	174 42	
7	Williard Fraser	30	40 71	
				2,276 53

Receipts.	Amount.	Total.
	\$ cts.	\$ cts.
Received pilotage per statement		
" 7 pilot bonds	2,307 56	
" Capt. Belanger	7 00	
Balance due secretary	40 00	
	617 18	
		2,971 74

Expenditure.	Amount.	Total.
	\$ cts.	\$ cts.
Paid pilots for pilotage		
" secretary's salary	2,276 53	
Balance due secretary, 1907	200 00	
	495 21	
		2,971 74

DODD DWYER,
Secretary.

A. C. MACDONALD,
WILLIAM FRASER,
D. A. BARRY,
JAMES YORSTON,

The boundaries of Pictou, N.S., Pilotage District are: from an imaginary line drawn from Point Prim on Prince Edward Island to Amet island in Nova Scotia and embraces all the navigable waters in the county of Pictou.

PICTOU PILOTAGE.

All vessels bound inward or outward, if spoken inward or offered a pilot outward and refuses to accept the same, must pay half pilotage each way. But if a pilot is not offered, no fees shall be paid.

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RATES OF PILOTAGE AT PICTOU.

		Inwards.	Outwards.
Vessels of 120 tons to 140 tons	\$ 6 00	\$ 4 00	
" 140 " 200 "	10 00	6 00	
" 200 " 300 "	12 00	8 00	
" 300 " 400 "	14 00	9 00	
" 400 " 500 "	15 00	10 00	
" 500 " 600 "	16 00	11 00	
" 600 " 700 "	17 00	12 00	
" 700 " 800 "	18 00	13 00	
" 800 " 900 "	19 00	14 00	
" 900 " 1,000 "	20 00	15 00	

" 1,000 and upwards 2½ cents inwards, and 2 cents outwards.

All vessels under 120 tons \$4, inwards and \$2, outwards.

Docking and moving vessels from anchorage in harbour \$4.

APPENDIX No. 36.

REPORT OF PILOTAGE AUTHORITY OF SYDNEY, N.S., YEAR ENDED DECEMBER 31, 1907.

G. J. DESBARATS, Esq.,

Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—Herewith please find returns in connection with pilotage authority, district of Sydney, Nova Scotia, year ending December 31, 1907.

I am, sir,

Your obedient servant,

W. A. RICHARDSON,

Secretary.

STATEMENT OF RELIEF.

Name.	Amount.
Maurice Doyle	\$50 00
Isabella McGillvary	30 00
Catherine McGillvary	30 00
Margaret Petrie	30 00
Mrs. Daley	30 00
Mrs. McInnis	30 00
Mrs. Brown	30 00
Mary Petrie	30 00
Pilot W. Ratchford	50 00
Pilot George Townsend	50 00
	\$360 00

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NAME of Pilots and Earnings for Year 1907.

No.	Name.	Amount.
1.	John Cann.	\$870 21
2.	John Mullins.	870 21
3.	L. Connell.	870 21
4.	George Brown.	870 21
5.	John Carroll.	870 21
6.	James Carroll.	870 21
7.	L. Ling.	870 21
8.	J. G. McGillvary.	870 21
9.	J. B. McGillvary.	870 21
10.	Thomas McNeil.	870 21
11.	Thomas Ratchford.	870 21
12.	John McNeil.	870 21
13.	Bernard Mullins.	870 21
14.	D. A. McInnis.	870 21
15.	Joseph Brown.	870 21
16.	John Fraser.	870 21
17.	James Fraser.	870 21
18.	Thomas Ratchford.	870 21
19.	William Langille.	870 21
20.	John Laffin.	870 21
21.	M. Curran.	870 21
22.	D. D. Petrie.	870 21
23.	E. F. Petrie.	870 21
24.	E. D. Cann.	870 21
25.	Louis Carroll.	870 21
26.	H. Ratchford.	870 21
27.	John Boutilier.	870 21
28.	George Spencer.	870 21
29.	Thomas Roberts.	870 21
30.	V. McGillvary.	870 21
31.	Thomas Burke.	870 21
32.	A. R. Richardson.	870 21
33.	John Mahon.	870 21
34.	James Shanahan.	870 21
		\$29,587 14

NAMES AND APPRENTICES AND EARNINGS FOR YEAR 1907.

No.	Name.	Amount.
1.	W. Perry.	\$435 10
2.	W. Brown.	435 10
3.	W. White.	435 10
4.	James Young.	435 10
5.	Peter Rigby.	435 10
6.	Henry Petrie.	435 10
7.	George Fraser.	435 14
		\$4,045 74

MARINE AND FISHERIES

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WHITE FLAG STEAMERS LICENSED FOR 1907.

Name.	Class.	Amount.
Cape Breton	Steamer.....	\$ 100 00
Louisburg	"	100 00
Coban	"	100 00
Coconna	"	100 00
Bonavista	"	100 00
Harlow	"	100 00
Wasis	"	100 00
Woban	"	100 00
		\$ 800 00

RECEIPTS.		EXPENDITURES.	
Pilotage Receipts	\$32,632 88	Paid Pilots.....	\$29,587 14
Relief and Commission.....	1,786 57	" Apprentices.....	3,045 74
Pilot Licenses	126 00	" Relief.....	360 00
Boat "	11 00	" 3 Collectors.....	650 00
White Flag Licenses	800 00	" Secretary-Treasurer.....	500 00
Balance, Dec. 31, 1906	738 76	" Commissioners' expenses.....	600 00
		" Office rent.....	100 00
		" Supt. Pilots.....	250 00
		" Telephone.....	56 14
		" Printing.....	15 00
		" Refund F. L. Kelly.....	14 00
			\$35,178 02
Balance, Dec. 31, 1907	\$ 917 13		

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	Tons.	Amount.
	\$ cts.	
<i>British Steamers—</i>		
North Sydney.....	120,288	2,974 14
International Pier.....	270,168	7,492 00
Sydney.....	11,273	271 00
	401,669	10,737 14
<i>Foreign Steamers—</i>		
North Sydney.....	171,847	5,500 00
International Pier.....	396,241	9,815 00
Sydney.....	359,795	7,785 00
	927,883	23,100 00
<i>British Sail—</i>		
North Sydney.....	5,121	240 00
International Pier.....	2,010	117 50
Sydney.....	7,222	357 50
<i>Foreign Sail—</i>		
North Sydney.....	4,494	122 00
International Pier.....	576	26 25
Sydney.....	100	7 00
	5,170	155 25
<i>Relief—</i>		
North Sydney.....	2,265	58 50
International Pier.....	418	10 50
Sydney.....	2,683	69 00

RECAPITULATION.

British Vessels	408,891	\$ 11,094 64
Foreign "	933,053	23,255 25
Relief "	2,683	69 00
	1,345,627	\$ 34,418 89

The limits of Sydney pilotage district are as follows:—For Sydney harbour, a straight line from Point Edward to Victoria pier, for North Sydney, a straight line from Swivel point to McGillvary's point.

The Pilotage Rates for vessels under 120 tons registered in Canada are exempted from pilotage dues.

	Sydney.	North Sydney.
For vessels from 120 to 150 tons.....	\$ 7 00	\$ 6 00
" 150 to 200 tons.....	8 00	7 00
" 200 to 250 tons.....	9 00	8 00
" 250 to 300 tons.....	10 00	9 00
" 300 to 350 tons.....	11 00	10 00
" 350 to 400 tons.....	12 00	11 00

and for every additional 50 tons or fractional part thereof \$1. For vessels of 800 tons and upwards \$1 for every additional 100 tons or fractional part thereof.

Outward pilotage shall be the same as inward.

Vessels hailed by a licensed pilot outside the harbour of Sydney, but within the pilotage district, and refusing to take the service of same shall be liable to pay half-

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pilotage; and any vessel being offered the services of a pilot before leaving port and refusing the same shall be liable to pay half pilotage dues.

All vessels spoken and refusing to accept the services of a pilot must pay half-pilotage both inwards and outward.

APPENDIX No. 37.

REPORT OF THE PILOTAGE SUPERINTENDENT OF MONTREAL, P.Q., FOR THE YEAR ENDING DECEMBER 31, 1908.

MONTREAL, P.Q., December 10, 1908.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

REPORT OF MONTREAL PILOTAGE.

SIR,—I have the honour to present a report of the working of the Montreal pilotage for the year 1908.

The offices in Montreal are situated on the water front at No. 223 Commissioners street. Captain James J. Riley is the superintendent, Mr. Omer Michaud is the assistant, Mr. Louis Pinoteau is the messenger.

The officers in Quebec are on Dalhousie street, opposite the Quebec pilot's office and the Boatman's landing. Mr. Ulric Thibaudeau is the officer in charge.

At the close of the year 1907 the number of branch pilots on the role for active service was 50.

On the 1st day of May, 1908, Mr. C. Lyderic Bouillé produced a certificate from a physician, showing that he was unable to perform his duties as a pilot, and on application he was superannuated, and Mr. Jean Baptiste Angers was promoted in his stead on the 7th day of July, 1908.

The number of branch pilots has been maintained at 50, and so remains to this day. The amount earned by the branch pilots during the year 1908 was \$79,255.43.

(See Appendix I) which shows the names of the branch pilots, their age, place of residence, date of branch, number of pilotage during the season to Montreal and intermediate ports, total number of trips, earnings on Montreal trips, and on trips to intermediate ports, total amount of earnings, how employed, that is to say, whether on special service or tour-de-role.

The largest amount earned during 1908 by any one branch pilot was two thousand four hundred and seventy dollars and ninety-nine cents (\$2,470.99), and the smallest was five hundred and eighty-three dollars and thirty-eight cents (\$583.38), but the pilot earning that small amount only worked up to the 9th day of October, he was suspended a few days after that, and has not since been placed on duty.

The number of branch pilots on special service at the close of this season was thirty-six (36), and on tour-de-role fourteen (14). The amount earned by the thirty-six (36) special service men was sixty-seven thousand one hundred and sixty-nine dollars and eleven cents (\$67,169.11), and by the fourteen (14) tour-de-role men twelve thousand and eighty-six dollars and thirty-two cents (\$12,086.32), an average of one thousand eight hundred and sixty-five dollars and eight cents (\$1,865.08) for the special service pilots and of eight hundred and sixty-three dollars and thirty cents (\$863.30) for the tour-de-role pilots.

(Appendix 6) shows the earnings of each man on tour-de-role for years 1907-8. Each tour-de-role pilot has earned more or less by movements this year, but these move-

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ages are not added to their earnings, nor has any poundage been collected on money earned by novices.

The conduct of the pilots has been generally good.

One of the pilots for the special service of the Dominion line, lost his appointment through a lapse from sobriety, but on promise of better behaviour was taken on by the Elder-Dempster line, as an assistant to their special service pilot.

One of the pilots for the special service of the Dominion Coal Company was dismissed for ebriety in August last, he did not apply for service on tour-de-role, nor has he done any work since the month of August.

One of the tour-de-role pilots who had been previously warned that dismissal would follow his continued over-indulgence in liquor, was suspended for ebriety early in the month of October, and he remains suspended pending the decision of the minister.

Two line pilots were found guilty of taking vessels that should have been piloted by tour-de-role pilots, and they were ordered by the minister to give up the money so earned, but up to this time that order has not been obeyed.

Two (2) cases of disobedience of orders were reported, and the offenders were fined. One of them in twenty-five dollars (\$25) and the other in fifteen dollars (\$15). The twenty-five dollars (\$25) was paid with apologies and promises of amendment. The fine of fifteen dollars (\$15) has not yet been paid.

There have been but two (2) cases of inefficiency reported. One of them was against the tour-de-role pilot who is now under suspension, and the other against a tour-de-role pilot who is sober, but who failed to give general satisfaction to the ship masters and ship agents.

Of the few cases of stranding and collision that have been investigated, no blame has been laid on any of the pilots in any of the cases in which judgment has been rendered.

(Appendix 2) shows the name of the ten (10) selected apprentice pilots, and the number of trips that each has made on ocean vessels during the season 1908.

Mr. Jean Baptiste Angers, was branched on the 7th days of July, so that the number of selected apprentices is now nine (9) and it will be reduced to seven (7) by the order of the department, but not by any other way than by promotions from the list. These young men were called upon to make at least fifty (50) trips, and each has done so.

(Appendix 3) shows the full number of apprentices at the beginning of this season, with their ages, place of address and date of license. Only one of these young men has been complained of during the season.

(Appendix 4) shows the names of the persons who are receiving pensions from the Pilots Superannuation Fund, together with the amount that each receives every three (3) months.

Since the date of my last report four (4) names have been removed by death, and one (1) name has been added, so that to-day the number of pensioners on the list is thirty (30).

The Pilots Superannuation Fund is in the custody and under the administration of the Finance Department in Ottawa.

This office serves as a disbursing agency, and renders an account to the Finance Department for all moneys received for the fund.

(Appendix 5) shows the number and description of vessels reported in this office during the season 1908. The total tonnage, the number of master's and crews and the number of inward passengers.

(Appendix 7) shows the tariff of rates for pilots in this pilotage district.

All respectfully submitted by your,

Obedient servant,

JAMES RILEY,
Superintendent of Pilots.

APPENDIX NO. 1.—BRANCH PILOTS FOR AND ABOVE THE HARBOUR OF QUEBEC.

STATEMENT showing the number of Branch Pilots for and above the Harbour of and whether employed on Special Service or Tour-de-Rôle.

No.	Name of Pilot.	Age.	Residence.	Date of Branch.	Remarks.
1	Naud, Onésime.....	67	Deschambault, P.Q.	Mar. 16, '70.	
2	Beaudet, Prudent.....	68	36 Ste. Famille, Quebec	Oct. 10, '70.	
3	Brunet, Célestin.....	65	112 Desery St., Montreal	Fev. 28, '72.	
4	Groleau, Ulric.....	61	Grondines, P.Q.	Oct. 30, '72.	
5	Auger, Cléophas.....	63	Pointe Lévis, P.Q.	Sep. 22, '74.	Member of Committee.
6	Labranche, Ferdinand.....	61	Portneuf, P.Q.	Apl. 8, '75.	
7	Bouillé, Louis Z.....	59	Deschambault, P.Q.	Jan. 16, '78.	Secretary Committee.
8	Gauthier, Laurent.....	57	" "	Dec. 10, '79.	
9	Nault, Delavoie.....	54	" "	Dec. 10, '79.	
10	Gauthier, Wilbrod.....	56	" "	Dec. 10, '79.	President Committee.
11	Dufresne, Georges.....	59	" "	Dec. 10, '80.	
12	Arcand, Norbert.....	55	Champlain, P.Q.	Dec. 10, '80.	
13	Bouillé, Tancréde.....	55	Deschambault, P.Q.	Dec. 11, '80.	
14	Dussault, Joseph G.....	52	" "	Fev. 20, '84.	
15	Raymond, Wilfrid.....	54	" "	Apl. 20, '88.	
16	Hurteau, Joseph P.....	47	164 Parc Lafontaine St., Montreal.		
17	Perrault, Edouard.....	59	Deschambault, P.Q.	Mar. 20, '89.	
18	Dussault, Honoré.....	55	Ste. Pétronille, P.Q.	Mar. 20, '89.	
19	Brière, Arthur.....	52	Portneuf, P.Q.	July 16, '89.	
20	Perrault, Alexis.....	46	Deschambault, P.Q.	Apr. 28, '91.	
21	Dufresne, Côme.....	48	" "	Apr. 28, '91.	
22	Nadeau, J. B.....	50	Lévis, P.Q.	June 23, '91.	
23	Naud, Aubert.....	55	Deschambault, P.Q.	Ap. 11, '93.	
24	Dussault, Napoléon.....	47	" "	July 11, '93.	
25	Arcand, Barthélémi.....	47	" "	Ap. 3, '94.	
26	Bellisle, Prudent.....	46	" "	Ap. 3, '94.	
27	Arcand, Georges.....	44	Three Rivers, P.Q.	Ap. 3, '94.	
28	Toupin, Constant.....	42	Deschambault, P.Q.	Ap. 3, '94.	
29	Perrault, Georges.....	43	" "	Sep. 11, '94.	
30	Bouillé, Narcisse.....	49	Batiscan, P.Q.	Oct. 9, '94.	
31	Léveillé, Joseph.....	45	115 Chr. Colomb, Montreal	June 18, '95.	
32	Perrault, Amthyme.....	50	Ste. Anne de la Pérade.....	Ap. 14, '96.	
33	Angers, Albéric.....	34	Deschambault, P.Q.	Mar. 14, '98.	Member of Committee.
34	Béïsle Arthur.....	46	Grondines, P.Q.	Sep. 20, '98.	
35	Hamelin, Théodore G.....	35	" "	Sep. 20, '98.	Member of Committee.
36	Perrault, Amthyme.....	40	Deschambault, P.Q.	May 1, 1900.	
37	Raymond, J. N.....	39	" "	Oct. 4, 1900.	
38	Bourassa, J. Henri.....	31	Lévis, P.Q.	Ap. 16, '01.	
39	Paquin, E. Azarias.....	36	18 du Pont St., Quebec.	June 13, '02.	
40	Labranche, J. Melville.....	34	Portneuf, P.Q.	June 13, '02.	
41	Paquet, Damien.....	35	Grondines, P.Q.	Feb. 4, '03.	
42	Cariépy, J. Arthur.....	30	47 Notre Dame St., Vieux Ville, Montreal.	Ap. 20, '03.	
43	Gagnon, Albert.....	34	Three Rivers, P.Q.	Nov. 30, '03.	
44	Frenette, J. Oswald.....	33	Portneuf, P.Q.	Mar. 26, '06.	
45	Hamelin, Chs. B.....	28	Champlain, P.Q.	June 8, '06.	
46	Perron, Trancréde.....	31	38 Orléans St., Maisonneuve, Montreal.	Dec. 1, '06.	
47	Frenette, J. Delavoie.....	31	Portneuf, P.Q.	Ap. 1, '07.	
48	Hamelin, Fortunat.....	31	40 Côte la Montagne, Quebec.	Ap. 20, '07.	
49	Gauthier, J. Cyriac.....	28	1235 Sanguinet, Montreal.	July 3, '07.	
50	Angers, J. B.....	28	Ste. Anne de la Pérade....	July 7, '08.	

Quebec during the Year 1908, their Age, Residence, Number of Pilotage, Earnings

Number of trips to Montreal.	Number of trips to Intermediate Ports.	Total No. of Trips.	Earnings to Montreal.	Earnings to Intermediate Ports.	Total Earnings.	Employed on Special Service or Tour-de-Rôle.		
						\$ cts.		
12	9	4	2	27	787 61	177 38	964 99	Tour-de-Rôle.
14	14	.....	.....	28	1,646 81	.....	1,646 81	C. P. R. Atlantic.
10	15	3	2	30	769 42	141 94	911 36	Tour-de-Rôle.
13	6	2	.....	21	680 85	33 88	714 73	Tour-de-Rôle.
19	18	1	1	39	2,025 69	72 77	2,098 46	Donaldson Line.
13	15	.....	.....	28	1,644 46	.....	1,644 46	C. P. R. Atlantic
16	14	.....	.....	30	1,698 38	.....	1,698 38	C. P. R. Atlantic.
25	14	.....	.....	39	2,470 99	.....	2,470 99	Allan Line.
21	21	.....	1	43	2,239 82	32 28	2,272 10	Dominion Coal Co.
22	17	.....	.....	39	2,456 87	.....	2,456 87	Allan Line.
15	15	.....	.....	30	929 27	.....	929 27	Quebec S. S. Co.
22	23	1	.....	46	2,395 26	42 88	2,438 14	Dominion Coal Co.
12	28	.....	.....	40	2,369 53	.....	2,369 53	Allan Line.
15	15	.....	.....	30	1,444 41	.....	1,444 41	Dominion Coal Co.
17	17	.....	.....	34	1,972 30	.....	1,972 30	Thomson Line.
22	23	3	2	50	2,109 55	170 00	2,277 55	Dominion Coal Co.
20	19	.....	.....	39	1,970 88	.....	1,970 88	Manchester Line.
13	7	.....	.....	20	738 59	.....	738 59	Tour-de-Rôle.
15	17	.....	2	34	1,529 09	77 44	1,607 53	Head Line.
17	15	.....	.....	32	1,786 63	.....	1,786 63	Dominion Line, then Elder Dempster & Co.
14	14	.....	1	29	1,292 53	37 92	1,330 45	Elder Dempster & Co., then Dominion Line.
9	5	2	1	17	494 94	88 44	583 38	Tour-de-Rôle.
15	15	.....	.....	30	1,687 01	.....	1,687 01	Allan Line.
15	13	3	4	35	1,612 40	212 65	1,825 05	Thomson Line.
14	13	.....	.....	27	1,003 34	.....	1,003 34	Intercolonial Coal Mg. & Co.
24	24	.....	1	49	2,308 07	32 38	2,340 45	Dominion Coal Co.
18	18	.....	.....	36	1,370 01	.....	1,370 01	Acadia Coal Co.
9	10	.....	3	22	676 88	68 26	745 14	Tour-de-Rôle.
15	17	.....	.....	32	1,897 43	.....	1,897 43	Dominion Line.
15	8	1	1	25	896 67	42 00	938 67	Tour-de-Rôle.
18	18	.....	.....	36	1,933 24	.....	1,933 24	Thomson Line.
23	24	2	2	51	2,229 05	120 23	2,349 28	Dominion Coal Co.
15	17	.....	.....	32	1,999 14	.....	1,999 14	Dominion Line.
11	7	3	1	22	675 66	79 69	755 35	Tour-de-Rôle.
25	25	.....	.....	50	2,352 33	.....	2,352 33	Dominion Coal Co.
9	9	2	1	21	716 68	70 65	787 33	Tour-de-Rôle.
12	15	2	2	31	933 81	109 82	1,043 63	Tour-de-Rôle.
24	23	1	.....	48	2,311 95	37 48	2,349 43	Dominion Coal Co.
12	13	10	10	45	1,088 20	564 20	1,652 40	Nova Scotia Steel & Coal Co.
13	10	.....	1	24	909 21	31 06	940 27	Direct Line, then Tour-de-Rôle.
15	11	2	2	20	877 10	100 34	977 44	Montreal Transportation Co then Tour-de-Rôle.
25	24	1	2	52	2,351 64	90 57	2,442 21	Dominion Coal Co.
15	12	2	1	30	973 74	84 44	1,058 18	Tour-de-Rôle.
23	23	1	.....	47	2,015 01	35 63	2,050 64	Dominion Coal Co.
14	12	.....	.....	26	1,235 80	.....	1,235 80	Elder Dempster Co.
15	21	5	1	42	1,903 13	229 98	2,133 11	Donaldson Line.
14	16	1	.....	31	1,013 05	31 87	1,044 92	Dobell Line.
13	15	.....	1	29	1,425 98	7 00	1,432 86	Allan Line.
15	16	.....	.....	31	1,676 70	.....	1,676 70	C. P. R. Atlantic.
8	14	2	5	29	771 25	136 01	907 26	Tour-de-Rôle.
					76,298 24	2,957 19	79,255 43	

APPENDIX No. 2.—MONTREAL PILOTAGE OFFICE—SELECTED APPRENTICE PILOTS FOR AND ABOVE THE HARBOUR OF QUEBEC.

SUMMARY of the work of the Ten Selected Apprentice Pilots for and above the Harbour of Quebec, showing the number of trips made with Branch Pilots, on Ocean Steamers during the year 1908.

1. J. B. Angers, made 12 trips, then branched July 7, 1908.
2. D. J. Perrault, made 51 trips, (passed December 6, 1907).
3. F. X. Rivard, made 51 trips.
4. Joseph Mayrand, made 51 trips.
5. Napoleon Lachance, made 55 trips.
6. Henri Bouillé, made 51 trips.
7. Théode Perron, made 51 trips.
8. Bona Dussault, made 50 trips.
9. J. Arthur Arcand, made 51 trips.
10. Jules Brière, made 55 trips.

JAMES J. RILEY,

Supt. of Pilots.

MONTREAL, December 10, 1908.

APPENDIX No. 3.—MONTREAL PILOTAGE OFFICE.

LIST of Apprentice Pilots for and above the Harbour of Quebec with other particulars regarding them, Age, Residence and date of License.

No.	Name of Apprentice.	Age.	Residence.	Date of License.
1	J. B. Angers.....	28	Ste. Anne de la Pérade..	Aug. 16, 1899.
2	David J. Perrault.....	28	Deschambault, P.Q.....	" 16, 1899.
3	F. X. Rivard	28	Grondines, P.Q.....	" 16, 1899.
4	Joseph Mayrand	27	Lachevrotière, P.Q.....	" 19, 1899.
5	Napoléon Lachance.....	25	442 King street, Quebec..	Dec. 4, 1900.
6	Henry Bouillé.....	24	Deschambault, P.Q.....	" 4, 1900.
7	Théode Perron	25	"	" 4, 1900.
8	Bona Dussault	27	St. Marc des Carrières ..	" 4, 1900.
9	Joseph Arthur Arcand	25	Champlain, P.Q.....	" 4, 1900.
10	Jules Brières	22	Portneuf, P.Q.....	" 30, 1903.
11	Napoléon de Villers	22	Lotbinière, P.Q.....	" 30, 1902.
12	Achille Gosselin.....	23	Deschambault, P.Q.....	" 30, 1903.
13	Armand Marchand	22	Three Rivers, P.Q.....	" 30, 1903.
14	Donat Paquet	24	Grondines, P.Q.....	" 30, 1903.
15	Edmond Lacroix	23	Contrecoeur, P.Q.....	" 30, 1903.
16	Thomas Houde	23	St. Ant. de Tilly, P.Q..	" 30, 1903.
17	Cyprien Marchand	22	1563 St. André, Montreal	" 30, 1903.
18	Ludovic Lacouture	26	St. Ours, P.Q.....	" 30, 1903.
19	Emilien Naud	22	Deschambault, P.Q.....	" 30, 1903.
20	Jos. Origène Perrault	22	"	Nov. 1, 1906.
21	Oscar Perron	21	"	May 15, 1907.
22	Jos. Edmond de Villers	21	St. Louis de Lotbinière..	June 15, 1907.
23	François Beaudry	18	Ste. Anne de la Pérade..	May 6, 1908.
24	Horace Léveillé	17	Batiscan, P.Q.....	" 6, 1908.
25	André Gauthier	16	Deschambault, P.Q.....	Sept. 17, 1908.

JAMES J. RILEY,

Supt. of Pilots.

MONTREAL, December 10, 1908.

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APPENDIX No. 4.—MONTREAL PILOTAGE OFFICE.—List of Pensioners of the Montreal Decayed Pilots Fund—Amount Payable each Quarter.

Number.	Name.	Amount Payable Each Quarter.	Address.
1	Widow David L. Bouillé.....	\$ 29 33	Deschambault, P.Q.
2	" Athanase Dufresne.....	37 33	"
3	" Victor Gagnon.....	37 33	Champlain, P.Q.
4	" Alexis Gauthier.....	32 00	Deschambault, P.Q.
5	" Octave J. Hamelin.....	37 33	"
7	" Adolphe Lisé.....	37 33	775 Marie Anne st., Montreal.
8	" David Mathieu.....	32 00	73 Fabre st., Montreal.
9	" Edouard Naud.....	32 00	Sorel, P.Q.
10	" Jean Nault.....	32 00	Deschambault, P.Q.
11	" Elzéar Bellisle.....	37 33	"
12	" Zéphirin Bouillé.....	37 33	"
13	" Cyrille Bélisle.....	29 33	Lachevrotière Station, P.Q.
14	" Joseph Pleau.....	37 33	Ste. Anne de la Pérade, P.Q.
16	Heirs Josaphat Sauvageau, c.o. F. X. Gauthier, tutor.....	29 33	Deschambault, P.Q.
17	D.d pil. Jean Arcand.....	75 00	"
19	" L. A. Bouillé.....	75 00	Lotbinière, P.Q.
20	" Philippe Belanger.....	75 00	Lévis, P.Q.
21	" Joseph Chandonnet.....	75 00	Three Rivers, P.Q.
23	" Pierre Gagnon.....	75 00	Ste. Anne de la Pérade, P.Q.
24	" Louis Mayrand.....	75 00	St. Marc des Carrières, P.Q.
25	" Augustin Naud.....	75 00	Deschambault, P.Q.
26	" Liboire Perrault.....	75 00	La Bouchette, P.Q.
27	" Trefflé Toupin.....	75 00	Portneuf, P.Q.
28	" Alfred Frenette.....	75 00	Grondines, P.Q.
29	" Gédéon Groleau.....	75 00	Deschambault, P.Q.
30	" Alfred St. Amant.....	75 00	"
31	" Nérè Bellisle.....	75 00	"
32	" Narcisse Perrault.....	75 00	Bureau Paré, Deschambault.
33	" Nestor Arcand.....	75 00	"
34	" C. Lydéric Bouillé.....	75 00	Three Rivers, P.Q.

JAMES J. RILEY,

Supt. of Pilots.

MONTREAL, December 10, 1908.

APPENDIX No. 5.—MONTREAL PILOTAGE OFFICE.

STATEMENT showing the number and kind of vessels, reported in this office, total of tonnage, total of crews and number of passengers inward, for season 1908.

Sea-going vessels.....	747
Steamers from upper lakes.....	111
Schooners.....	31
Barges, tugs and steam yachts.....	14
Total.....	903
Total tonnage of these vessels.....	2,154,613
The number of masters and crews was.....	44,625
Number of passengers inward.....	35,474

JAMES J. RILEY,

Supt. of Pilots.

MONTREAL, December 10, 1908.

APPENDIX NO. 6.—MONTREAL PILOTAGE OFFICE.—Earnings of each Tour-de-Rôle Pilot for the Years 1907 and 1908.

Name of Pilot.	Earnings in 1907.	Earnings in 1908.	Add for Movages in 1908.
	\$ cts.	\$ cts.	\$ cts.
Albert Gagnon.	857 72	1,058 18	50 00
J. N. Raymond.	316 70	1,043 63	45 00
Damien Paquet	332 60	997 44	30 00
Onésime Naud.	290 80	964 99	
Narcisse Bouillé.	464 19	938 67	30 00
Célestin Brunet.	612 17	911 36	175 00
Anthyme Perrault.	440 82	787 33	
Arthur Bélisle.	281 00	755 35	
Constant Toupin.	384 60	745 14	40 00
Honoré Dussault.	438 47	738 59	
Ulric Groleau.	259 76	714 73	
J. B. Nadeau.	235 07	583 38	
J. B. Angers, (Branch July 7, 1908).		907 26	100 00
J. M. Labranche.	900 25	940 27	
	5,814 15	12,086 32	470 00

JAMES J. RILEY,

Superintendent of Pilots.

MONTREAL, December 10, 1908.

APPENDIX NO. 7.—MONTREAL PILOTAGE OFFICE.

By-LAW 44 of the By-Laws of the Pilotage District of Montreal.

44. From and after the coming into force of the present by-laws, the following fees shall be payable for pilotage between the harbours of Montreal and Quebec and between the several places therein mentioned.

From Father Point to Quebec.	PER FOOT.	
	Upwards.	Downwards.
May 1, to November 10.	\$ 3 87	\$ 3 40
November 10, to November 19.	4 95	4 46
November 19, to March 1.	6 02	5 54
March 1, to May 1.	4 41	3 93

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MONTREAL TO QUEBEC AND VICE VERSA.

From the harbour of Quebec to Portneuf and the opposite side of the River St. Lawrence, or below Portneuf and above the harbour of Quebec.

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned) for each foot of draught of water :—

Upwards....	.....	.....	\$ 0 50
Downwards....	.....	.....	0 50

For the pilotage of any sea-going vessels propelled by steam, for each foot of draught of water :—

Upwards....	.....	.....	\$ 0 62½
Downwards....	.....	.....	0 62½

For the pilotage of any vessel under sail, for each foot of draught of water :—

Upwards....	.....	.....	\$ 1 05
Downwards....	.....	.....	0 70

From the harbour of Quebec to Three Rivers and the opposite side of the River St. Lawrence, or any place above Portneuf and below Three Rivers.

For the pilotage of any vessel in tow or propelled by steam (except as hereinafter mentioned), for each foot of draught of water :—

Upwards....	.....	.....	\$ 1 50
Downwards....	.....	.....	1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water :—

Upwards....	.....	.....	\$ 1 75
Downwards....	.....	.....	1 75
From Montreal to Three Rivers....	.....	.....	1 75
From Three Rivers to Quebec....	.....	.....	1 75

For the pilotage of any vessel under sail, for each foot of draught of water :—

Upwards....	.....	.....	\$ 2 60
Downwards....	.....	.....	1 90

From the harbour of Quebec to Sorel and the opposite side of the River St. Lawrence, or any place above Three Rivers and below Sorel.

For the pilotage of any vessel in tow or propelled by steam (except as hereinafter mentioned), for each foot of draught of water :—

Upwards....	.....	.....	\$ 1 50
Downwards....	.....	.....	1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water :—

Upwards....	.....	.....	\$ 1 87½
Downwards....	.....	.....	1 87½

For the pilotage of any vessel under sail, for each foot of draught of water :—

Upwards....	.....	.....	\$ 3 15
Downwards....	.....	.....	2 10

From the harbour of Quebec to the harbour of Montreal, or to any place above Sorel and below the harbour of Montreal.

For the pilotage of any vessel in tow or propelled by steam (except as hereinafter mentioned), for each foot of draught of water :—

Upwards....	.....	.....	\$ 2 00
Downwards....	.....	.....	2 00

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water :—

Upwards....	\$ 2 50
Downwards....	2 50

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For the pilotage of any vessel under sail, for each foot of draught of water:—	
Upwards.....	\$ 4 20
Downwards.....	2 80

From the harbour of Montreal to Sorel or to any place above Sorel and below Hochelaga, and from Sorel, or to any place above Sorel and below Hochelaga, to the harbour of Montreal, for each foot of draught of water for each such pilotage:—

Upwards.....	\$ 1 00
Downwards.....	1 00

For the removal of any vessel from one wharf to another, within the limits of the harbour; or from any of the wharfs into Lachine canal; or out of the said canal to any of the wharfs in the harbour; or from the foot of the current; or from Longueuil into the harbour; or from the harbour to the foot of the current or to Longueuil:—

For each such service.....	\$ 5 00
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APPENDIX No. 38.

REPORT OF THE SUPERINTENDENT OF PILOTAGE OF QUEBEC FOR THE YEAR ENDING DECEMBER 31, 1908.

Honourable L. P. BRODEUR,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inclose you a report of the corporation of pilots for and below the harbour of Quebec for the year 1908.

Previous to the opening of navigation all the pilots have been examined by Dr. Pagé for sight and colour vision. Three failed, namely, Arbel Bernier, O. E. Laroche and Elzéard Desrozier, these have been pensioned. F. X. Lamarre, superannuated on account of ill-health. Two have retired, Edmond Laroche, licensed December, 1863, age 65. Adelm Pouliot, licensed March 1865, age 69.

Service at Father Point station on April 20. Director left with four pilots to open the station and keep the log-book bill of board of pilots on duty and that there is no delay caused to ships by the pilot tender *Eureka* in embarking and disembarking.

Quebec Office.—There is always a director on duty to book pilots for outward ships and see them personally before taking charge. The office is open day and night during all season of navigation. In general the conduct has been good; we had only a complaint against Prudent Marmen for ineptitude. His name was removed from the active list.

We were fully advised by the agent, M. Béland, of all defects in buoys or lights between Father Point and Quebec. All pilots made their report immediately after landing.

At the annual meeting held on December 10 the same board of officers was re-elected for the season of 1909.

Six apprentice-pilots for and below the harbour of Quebec have passed their examination before Commander O. G. V. Spain. Raymond Baquet, president; Alphonse Pouliot, Eugène Anetil, Charles Raymond, Emilio Couillard, directors, and Alfred Laroche, superintendent. Namely, Gabriel Lachance, Ernest Pouliot, Bastien Anetil, Adelard Bernier, Félix Lavoie and C. H. Henri Koenig, all made their forty trips during the season with branch pilots on ocean steamers, and have left on board ocean steamers for the winter to enable them to pass as first mate before they can be classed as pilots.

Humbly submitted,
ALFRED LAROCHELLE,
Supt. of Quebec Pilots.

SESSIONAL PAPER No. 23

BRANCH PILOTS for and Below the Harbour of Quebec according to seniority.

No.	Name.	Pilotages Effected.	Age.	Residence.
1	Bart. Lachance	Dominion Coal Co	17	63 St. John Orleans.
2	E. X. Delisle	Night office keeper	63	Quebec.
3	D. Eug. Boulanger	Tour de rôle & Saguenay	17	65 Montmagny.
4	Charles Normand	Dominion Coal Co	19	Quebec.
5	Raymond Baquet	C.P.R. Line & President	37	Notre Dame Levis.
6	F. Xav. Lamarre	Tour de rôle	8	St. Valier.
7	Moïse Pouliot		16	60 St. John Orleans.
8	Paul Gobeil		13	62 "
9	C. Alarie Raymond	Director	60	Quebec.
10	Victor Vezina	Thomson Line	28	63 "
11	L. Robert Demers	Captain and pilot of SS. <i>Campana</i>	28	62 "
12	Jos. G. Dupil	Allan Line	39	61 "
13	Joseph Fortier	Tour de rôle	14	64 St. John Orleans.
14	Nestor Lachance	Head Line	15	62 "
15	Joseph Lapointe	Tour de rôle	16	65 St. Laurent Orleans.
16	Peter Pepin	Dominion Coal Co	30	59 Montreal.
17	Isiodore Noël	Tour de rôle	14	58 St. John Orleans.
18	Théophile Corriveau	Dominion Coal Co	28	61 Quebec.
19	Elzéard Godbout	Tour de rôle	24	60 "
20	Théodore Lachance	Dominion Coal Co	37	63 Montreal.
21	A. Treflé Simard	Head Line	32	57 St. Joseph, Levis.
22	Narcisse Lavoie	Tour de rôle & Saguenay	13	59 St. Luce, Rimouski.
23	Jos. Emilio Couillard	Director	57	Quebec.
24	L. Albert Royer	Tour de rôle & Saguenay	15	63 "
25	Onésime Noël	Thomson Line	25	56 St. John, Orleans.
26	Napoléon Baillargeon	Tour de rôle & Saguenay	15	58 Quebec.
27	F. Xav. Demeules	Manchester Line	28	56 St. John, Orleans.
28	L. M. Lapierre	Tour de rôle & Saguenay	18	58 Notre Dame Levis.
29	F. Eug. Lachance	"	15	54 Quebec.
30	Théophile St. Laurent	Dominion Line	28	57 "
31	Jos. Victor Gourdeau	Tour de rôle	14	61 St. Petronille, Orleans.
32	L. Treflé Delisle		14	Trois Pistoles.
33	J. Bte. Couillard		14	Cap St. Ignace.
34	Bonaventure Lavoie		14	St. Ann.
35	Adjutor Baillargeon	Manchester Line	28	54 Quebec.
36	Sam. Rioux	Tour de rôle	14	Rivière Trois Pistoles.
37	Charles Clavet	Dominion Coal Co	30	St. Michel Bellechasse.
38	Paul Lachance	Tour de rôle & Saguenay	18	Quebec.
39	Arcadius Jouvín		13	St. Luce, Rimouski.
40	Paul Lachance	Allan Line	42	53 Quebec.
41	Joseph Pouliot	Director	52	St. John, Orleans.
42	Adjutor Lachance	C.P.R. Line	35	50 Quebec.
43	Frs. Gaudreau		36	57 "
44	Arthur Koenig	Tour de rôle	14	L'Islet.
45	Eugène Antil	Director	49	Quebec.
46	David Dunas	Tour de rôle & Saguenay	15	Notre Dame Levis.
47	Joseph Lachance		13	St. Laurent Orleans.
48	Alphonse Pouliot	Director	56	Château Richer.
49	Elzéard Normand	Tour de rôle	12	49 Cap St. Ignace.
50	J. Bte. Bernier	Donaldson Line	43	L'Islet.
51	Joseph Paquet	Tour de rôle	15	47 Quebec.
52	Jean A. Lachance	" & Saguenay	17	46 "
53	Arthur Baillargeon		15	51 Montreal.
54	Joseph Vezina	Dominion Coal Co	34	Quebec.
55	Herminigild Guénard	Tour de rôle & Saguenay	16	50 Montmagny.
56	John A. Urvine	Captain of Red Island lightship	52	Green Island.
57	Frédéric Bouffard	Tour de rôle	13	51 St. Laurent Orleans.
58	Jules Asselin	Dominion Coal Co	40	47 Quebec.
59	Lucien Lachance	Thomson Line	31	47 "
60	Camille Bernier	Dominion Line	27	57 "
61	Moïse Blouin	Tour de rôle	15	57 "
62	Moïse L. Godbout		13	48 "
63	Alfred Gaudreau		12	55 Cap St. Ignace.
64	Alfred Raymond		18	47 Quebec.
65	Puilius Lachance	Manchester Line	28	48 St. John Orleans.

No.	Name.		Pilotages Effected.	Age.	Residence.
66	Tos. H. Talbot	Tour de rôle	14	46	Berthier.
67	Arthur Lachance	"	14	45	St. John Orleans.
68	Louis F. Thivierge	"	14	42	Quebec.
69	Emile Lachance	Tour de rôle	14	42	St. John Orleans.
70	Alphonse Asselin	" & Saguenay	16	43	Quebec.
71	Edmond Larochele	Captain of <i>Lady Evelyn</i>	"	42	St. Michel Bellechasse.
72	Joseph Plante	Tour de rôle	13	42	St. Paul's Bay.
73	Alphonse Paquet	"	15	42	St. John Orleans.
74	Adélard Bernier	C. P. R. Empress Line	32	47	Quebec.
75	Jean Bte. Pouliot	Donaldson Line	40	38	"
76	Joseph Thivierge	Allan Line	28	39	"
77	Léonidas Lachance	Tour de rôle & Saguenay	14	38	"
78	Eudore Langlois	"	15	46	"
79	Joseph Delisle	"	16	34	St. John Orleans.
80	Jules Lachance	Allan Line	32	24	"
81	Auguste Santerre	"	33	25	St. Michel Bellechasse.
82	Arthur Larochele	Tour de rôle	16	27	"
83	Raoul Lachance	Elder Dempster Line	25	27	St. Joseph Levis.
84	William Langlois	Dominion Coal Co	28	28	Quebec.
85	Ernest Bernier	"	31	33	St. Michel Bellechasse.
86	Arthur Baquet	Elder Dempster Line	20	25	Notre Dame Lévis.
87	Jules Lamarre	Tour de rôle	15	24	St. Valier.
88	George Larochele	Dominion Coal Co	33	29	St. Michel Bellechasse.
89	Adelard Deslisle	Tour de rôle	13	28	Quebec.
90	Pierre L. Lachance	Dominion Coal Co	15	24	"
91	Alexandre Larochele	Elder Dempster Line	22	24	St. Michel Bellechasse.
92	Joseph A. Dupil	Tour de rôle	14	24	St. Jean Port Joli.
93	Arthur Paquet	"	13	32	St. John Orleans.

Officers of the Board.

RAYMOND BAQUET, President.
 ALPHONSE POULIOT, Director.
 CHARLES RAYMOND, Director.

JOSEPH EMILIO COUILLARD, Director.
 EUGENE ANCTIL, Director.
 JOSEPH POULIOT.

Certified,

ALFRED LAROCHELLE,
 Superintendent of Quebec Pilots. F. X. DION, Secretary-Treasurer.

Superintendent of Quebec Pilots. P. H. LAMONTAGNE, Asst. Sec.-Treas.

QUEBEC, December 31, 1908.

SIR,—I have the honour to transmit to you a detailed statement, in duplicate, of the moneys received and expended by the Decayed Pilot Fund of Quebec, for the past year; also a similar statement, in duplicate, of moneys received and expended by the Corporation of Pilots; all of which have been revised and attested.

The total amount of receipts received by the Corporation

Pilots for pilotage was.....\$ 128,974 85

The total expenditure including the 7 p.c. deposited in

the fund..... 21,280 70

Leaving a net balance of..... \$ 107,694 15

Giving each a net dividend of..... \$ 1,180 00

Fifteen foreign vessels paid in..... 1,626 02

and 886 British vessels paid in \$127,348.83.

SESSIONAL PAPER No. 23

The pilotage tariff for the harbour of Quebec and below was sanctioned in 1882 and again sanctioned on June 23, 1903, and fixed at \$3.87 per draught foot for entering the harbour and \$3.40 per draught foot for clearing.

From May 1 to November 10.....	.....(Entering). \$ 3 87
May 1 to November 10.....	.....(Clearing). 3 40
November 10 to November 19.....	.....(Entering). 4 95
November 10 to November 19.....	.....(Clearing). 4 46
November 19 to March 1.....	.....(Entering). 6 02
November 19 to March 1.....	.....(Clearing). 5 54
March 1 to May 1.....	.....(Entering). 4 46
March 1 to May 1.....	.....(Clearing). 3 93

and \$5 for each change of mooring in the harbour.

The whole submitted,

(Sgd.) F. X. DION,

Sec.-Treas.

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F. X. DION in account with the Corporation of Pilots of Quebec, to December 31, 1908.

	Receipts.	Amount.
		\$ cts.
To Balance of 1907		563 84
Reserve Fund.....		2,000 00
Customs Montreal.....		13,735 17
" Three Rivers.....		443 11
" Sorel		700 88
" Chicoutimi.....		1,902 82
" Rivière du Loup.....		267 30
" Rimouski.....		345 18
Interest, Banque Nationale.....		131 35
Lost time.....		273 00
Rental of Department.....		896 00
Board at Father Point, (balance of 1907).....		233 75
" " " in 1908.....		2,367 50
" remitted by Directors.....		158 15
Pilotage collected at Quebec.....		111,580 39
		<hr/> 135,598 44

	Expenditure.	Amount.
		\$ cts.
By Interests paid on loans.....		180 00
Rental : Chouinard Estate		600 00
" Contributions.....		149 50
" Special tax.....		75 00
" Heating, lighting.....		87 19
General Expenses.....		1,180 13
Expenses of pilots.....		640 91
Indemnity to Directors.....		600 00
Insurance.....		41 70
Legal advisers.....		200 00
Pilotage : remitted.....		949 48
Salaries of employees.....		1,550 00
Pilots pensioned.....		6,000 00
Board Father Point.....		2,640 57
Paid account on loan		1,500 00
Reserve Fund.....		1,500 00
Dividend.....		107,694 15
Decayed pilots' fund.....		9,017 91
Balance.		991 90
		<hr/> 135,598 44

QUEBEC, December 30, 1908.

F. X. DION,
Sec.-Treas.

N.B.—We, the undersigned, officially appointed to examine the books and accounts of the Corporation of Pilots of Quebec, beg to certify to having carefully examined them and to having found them correct.

(Sgd.) JULES ASSELIN,
L. ALBERT REYER, } *Auditors.*J. A. LABRECQUE, *Accountant.*

SESSIONAL PAPER No. 23

STATEMENT of moneys received and expended by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1908.

RECEIPTS.	\$ cts.	1 PILOT AT \$196.	\$ cts.
To Balance of 1907	6,513 71	Chouinard, Thos., died Oct. 8, 1908....	183 75
" Contribution of pilots.....	9,017 91		
" Interests on investment.....	4,768 75		
" St-Romuald Fabrick, remitted.....	4,000 00		
" Interest from savings bank.....	180 07	1 PILOT AT \$176.	
" St-Valier Fabrick, remitted on loan.....	2,800 00	Lapointe, Cyrille.....	176 00
" The Corporation of Pilots, remitted.....	1,500 00		
" Thomas Gray, remitted.....	700 00		
	29,480 44		
EXPENDITURE.		WIDOWS.	
By Pensions	13,043 77	24 WIDOWS AT \$116.	
" Relief.....	149 96	Widow Bernier, J. Bte.....	116 00
" Salaries.....	550 00	" Dufresne, Jérémie.....	116 00
" Loan to churchwardens St-Prime.....	9,500 00	" Caron, Maximin, died October 31, 1908.....	116 00
" Deposits in savings banks.....	6,175 00	" D'Amours, David.....	116 00
" Balance on hand.....	61 71	" Després, Auguste.....	116 00
	29,480 44	" Gobeil, Antoine.....	116 00
To RELIEF.		" Langlois, Paul.....	116 00
Desrosiers, Elzéar, to May 31.....	94 40	" Gobeil, Jean.....	116 00
Rioux, Samuel, to April 10, 1908.....	55 56	" Lapointe, Antoine.....	116 00
PENSIONERS AT THE EXPENSE OF THE FUND.	149 96	" Pouliot, J. Bte.....	116 00
Amount paid to each during the year from November 1, 1907, to November 1, 1908, inclusive. The whole paid from January 1, 1908, to December 31, 1908		" Ménard, Régis.....	116 00
11 PILOTS AT \$300.		" Paquet, Joseph.....	116 00
Raymond, Hubert.....	300 00	" Pouliot, Jean.....	116 00
Laroche, Joseph.....	300 00	" Dumas, Chs., bal. 1907, year 1908.....	29 00
Morin, Ls. Edmond.....	300 00	" Dumas, François.....	116 00
Gobeil, Pierre.....	300 00	" Vaillancourt.....	116 00
Laroche, Ed., sr., pensioned from January 1, 1908.....	250 00	" Vézina, Charles.....	116 00
Pouliot, Adelme, pensioned from Janu- ary 1, 1908.....	250 00	" Adam, J. E.....	116 00
Desrosiers, Elzéar, from June 1, 1903.....	125 00	" Baquet, Annibal.....	116 00
Bernier, Arbel, from May 9, 1908.....	142 67	" Demers, Victor.....	116 00
Laroche, Onésime, from May 9, 1908.....	142 67	" Pouliot, Joseph.....	116 00
Rioux, Napoléon, from May 9, 1908.....	142 67	" D'Amours, Achille.....	116 00
Lamarre, F. X., from Sept. 14, 1908.....	35 87	" Langlois, Cyprien.....	116 00
	2,288 88	" Lachance, Num.....	116 00
16 PILOTS AT \$216.			2,813 00
Genest, Edouard.....	216 00	11 WIDOWS AT \$112.	
Brown, Joseph.....	216 00	Widow Gourdeau, Théop.....	84 00
Pouliot, Joseph	216 00	" Delisle, Jean.....	112 00
Gravel, Joseph.....	216 00	" Lachance, Jos. (Pépin).....	112 00
Lachance, Moïse.....	216 00	" Forques, Narcisse.....	112 00
Audet, Cyrille	216 00	" Delisle, F. X.....	112 00
Paquet, Paul.....	216 00	" Lemieux, Pierre.....	112 00
Normand, George.....	216 00	" Lamarre, Jean Frs.....	112 00
Couillard, Joseph Phil., died August 3, 1908.....	163 76	" Patoine, J. Bte.....	112 00
Chamberland, Ephrem.....	216 00	" Carodeau, Nazaire.....	112 00
Delisle, Nazaire.....	216 00	" Chouinard, Thomas, pensioned October 8, 1908.....	7 00
Brown, Chs. F.....	216 00	" Ruel ard, Pierre.....	112 00
Bouffard, Arthur, died Nov. 18, 1908.....	226 57		1,099 00
Godbout, Laurent.....	216 00	5 WIDOWS AT \$110.	
Tremblay, J. Bte.....	216 00	Widow Doiron, Eustache.....	110 00
Dugas, George.....	216 00	" Fortin, Nicholas.....	110 00
	3,414 33	" Després, George	110 00
		" Sansterre, Adélard	110 00
		" Paquet, Paul.....	110 00
			550 00

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7 WIDOWS AT \$106.		\$ cts.	CHILDREN.		\$ cts.
Widow Curodeau, Pierre, bal. '07....		26 50	15 CHILDREN AT \$30.		
" " " year '08....		106 00	Child Boutin, Ths., died Dec. 29, '07..		2 37
" Bernier, Jos. Bte.....		106 00	" Dugas, Jean.....		30 00
" Pouliot, Paul.....		106 00	" Forbes, Isaac.....		56 00
" Mercier, Magloire.....		106 00	" Giroux, Jean.....		30 00
" Langlois, Phileas.....		106 00	" Langlois, Joseph.....		30 00
" Labrecque, Léon.....		106 00	" Toussaint, Pierre.....		30 00
" Pouliot, Nap.....		106 00	" Plante, Joseph.....		30 00
		768 50	" Noel, François.....		30 00
7 WIDOWS AT \$100.			" Chouinard, Chs.....		30 00
Widow Fournier, Amable.....		100 00	" Gobeil, Jean.....		30 00
" Glyme, Dennis.....		100 00	" Babin, Damase.....		30 00
" Noel, Henri, died Oct. 19, '08.		97 00	" Descombes, Pierre.....		30 00
" Ross, Pierre, account.....		75 00	" Talbot, J. Bte.....		30 00
" Langlier, Fabien.....		100 00	" Larcchelle, Emile.....		30 00
" Dion, Alfred.....		100 00			418 37
" Dion, Joseph.....		100 00			
		672 00	RECAPITULATION OF PENSIONS.		
4 WIDOWS AT \$96.			11 Pilots at \$300.....		2,288 88
Widow Lévesque, Jos.....		96 00	16 " 216.....		3,414 33
" Pineau, Benj.....		96 00	1 " 196.....		183 75
" Lachance, Ovide.....		96 00	1 " 176.....		176 00
" Pelletier, David.....		96 00			
		384 00	29 Pilots.		
1 WIDOW AT \$80.			24 Widows at \$116.....		2,813 00
Widow Turgeon, Edouard.....		80 00	11 " 112.....		1,099 00
			5 " 110.....		550 00
2 WIDOWS AT \$68.			7 " 106.....		768 50
Widow Morency, Guill., died Oct. 9, '08		63 94	7 " 100.....		672 00
" Dallaire, Napoléon.....		68 00	4 " 96.....		384 00
		131 94	1 " 80.....		80 00
1 WIDOW AT \$64.			2 " 68.....		131 94
Widow Turgeon, Alfred.....		64 00	1 " 64.....		64 00
			62 Widows.		
			15 Children at \$30.....		418 37
			106 Pensioners.		13,043 77

N.B.—We, the undersigned, officially appointed to examine the books and accounts of the Decayed Pilot Fund of Quebec, beg to certify to having carefully examined them; also to having checked the amounts deposited in the savings banks. The whole was found correct and in perfect order.

(Sgd.) JULES ASSELIN,
L. ALBERT REYER,
J. A. LABRECQUE, Accountant.
} Auditors.

SESSIONAL PAPER No. 23

DR. RECEIPTS.

	\$ cts.
To Balance of 1907	6,513 71
Trustees of Quebec roads, 1 years interest to July 1, '08, at 6 p.c.	1,368 00
Debentures of the City of Quebec, Class B. at 7 p.c. on \$9,000.	630 00
Treasury Department, 1 year's interest to July 1, '08, at 5 p.c.	1,000 00
Corporation of Pilots, 1 year's interest on \$4,500 at 4 p.c.	180 00
Remitted on capital.	1,500 00
Churchwardens of St. Fulgence, 1 year's interest on \$1,000 at 5 p.c.	50 00
Churchwardens of St. Valier, remitted on capital.	2,800 00
1 year's interest on \$11,000 at 4 p.c.	450 00
Churchwardens of St. Romuald, remitted on capital.	4,000 00
1 year's interest on \$19,000 at 4 p.c.	760 00
Trustees of St. Prime, 1 year's interest on \$7,000 at 4 p.c.	315 00
Thomas Gray, bal. of capital remitted.	700 00
Bal. of interests	15 75
Interests on Accounts of Banque Nationale and Quebec	180 07
Contribution of Pilots	9,017 91
	<hr/> 29,480 44

CR.

By Relief and pensions paid during the year '08, Relief	149 96
Arrears of pensions	55 50
Quarter to Jan. 31, '08	3,051 00
" April 30	3,153 37
" July 31	3,442 52
" October 31	3,341 38
Loans to Trustees of St. Prime	9,500 00
Salaries of Treasurer and Assistant	550 00
Deposits in Savings Bank	6,175 00
Balance on hand	61 71
	<hr/> 29,480 44

STATEMENT OF FUND.

Money loaned	95,500 00
" on Savings Banks	6,175 00
" on hand	61 71
	<hr/> 101,736 71
To be deducted from arrears due	53 00
Net capital	<hr/> 101,683 71

Quebec, December 31, 1908.

(Sgd.) F. X. DION, Sec.-Treas.

APPENDIX No. 39.

REPORT OF THE PILOTAGE AUTHORITY OF NEW WESTMINSTER, B.C.
FOR THE YEAR ENDING DECEMBER 31, 1908.

NEW WESTMINSTER, B.C., January 16, 1909.

G. J. DESBARATS, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I herewith inclose you a report of the Pilotage Commissioners for the port of New Westminster, B.C., for the year ending December 31, 1908.

F. P. MAXWELL, *Secretary.*

Name of Pilot, J. W. Rogers, age 42, serving full district.

Number of vessels reported liable to pay pilotage.

	Inwards.	Outwards.
British sailing vessels.....	1	..
British steam vessels.....	10	10
Foreign sailing vessels.....	1	1
Foreign steam vessels.....	1	1
	<hr/>	<hr/>
	13	12
	<hr/>	<hr/>

Nationality of above vessels reported inwards—

British.....	11
American.....	1
Chilian.....	1
	<hr/>
	13
	<hr/>

Total amount received for pilotage services for the year, as follows :—

From British vessels.....	\$ 459 00
From Foreign vessels.....	91 00
	<hr/>
	\$ 550 00
	<hr/>

Rates of pilotage for the district, are as follows :—

Respectfully submitted,

F. P. MAXWELL,
Secretary.

NEW WESTMINSTER PILOTAGE AUTHORITY.

This pilotage district includes port of New Westminster, port of Steveson and the several way landings on the Fraser river.

Rates.—From the lightship on the Fraser sand heads to New Westminster—

	Per foot.
For vessels under sail.....	\$ 4 00
For vessels in tow of steamers.....	2 00
For vessels under steam.....	1 50

No provision for compulsory payment of pilotage.

APPENDIX No. 40.

REPORT OF THE NANAIMO PILOTAGE AUTHORITY FOR THE YEAR
ENDED DECEMBER 31, 1908.

NANAIMO, B.C., January 8, 1909.

G. J. DESBARATS, Esq.,

Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR.—By direction of the Board of Pilot Commissioners, I have the honour to inclose herewith statements of the accounts of the Nanaimo Pilotage Authority for the year ending December 31, 1908.

Your obedient servant,

TULLY BOYCE,

Secretary.

NANAIMO PILOTAGE AUTHORITY.

Pilotage Returns for the Year 1908.

Licensed pilots:—

Name.	Age.
Christensen, James	67
Butler, James Edgar	48
Owen, James David	42
Yates, Albert Francis	56
Gosse, Josiah	44
Foote, John Calvin	48
Butler, John William	38

Rates of Pilotage.—\$1.00 per foot draught, and 1 cent per ton net register. Special rates for mail steamers and tugs.

NANAIMO PILOTAGE AUTHORITY, January 8, 1909.

Statement of vessels which paid pilotage fees for the year ending December 31, 1908:—

British.

Steamers	144	Pilotage fees	\$16,437 30
Sailers	2	"	138 20
Barges	2	"	40 00
			———— \$16,615 50

Foreign.

Steamers	420	Pilotage fees	\$15,679 82
Sailers	12	"	500 31
Barges	29	"	779 73
			———— 16,959 86
			———— \$33,575 36

PILOTAGE AUTHORITY.

Expenditure for the Year ending 1908.

By salary secretary and treasurer.....	\$ 600 00
Office expenses.....	407 85
Commission to collectors.....	606 11
Pilot boat account.....	840 00
Pilot station expenses.....	2,991 19
Travelling and personal expenses.....	3,240 00
Net earnings.....	<u>24,890 21</u>
	\$33,575 36

J. S. KNARTSON,
Chairman.

TULLY BOYCE,
Secretary.

APPENDIX No. 41.

REPORT OF THE VANCOUVER PILOTAGE AUTHORITY FOR THE YEAR
ENDING DECEMBER 31, 1908.

VANCOUVER, B.C., January 5, 1909.

The Honourable

The Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—I have the honour to inclose herewith statement of accounts and of the affairs of the Vancouver pilotage district for year ended, 1908.

At a meeting of the Commissioners held yesterday, the accounts were audited and signed by the chairman, and I was instructed to forward same to you.

I have the honour to be, sir,

Your obedient servant,

C. GARDINER JOHNSON,
Secretary.

No. of License.	Name of Pilot.	Age.	Service in.	Remarks.
1 1st. Class.....	William Ettershank..	66		
2 1st. Class.....	George W. Robertson..	58		
3 1st. Class.....	H. Robson Jones....	53		
4 1st. Class.....	Donald Patterson....	47		
5 2nd. Class	George W. Robarts ..	36	Licensed to pilot vessels of any size or description within the Limits of the Vancouver Pilotage district.	Active. " " " " " "

NOTE.—Pilotage dues now in force are same as approved by Orders in Council, January 19 and February 19, 1907, and are as follows:—

(a) For vessels under sail, \$2 per foot draught of water and one per cent net registered ton.

(b) For vessels in tow of a steamer, \$1 per foot draught of water and one cent per net registered ton.

(c) For steamers, \$1 per foot draught of water, and one cent per net registered ton.

The pilotage from Cape Flattery or Royal Roads to a line drawn from Point Atkinson to the nun buoy on Spanish Bank, or to the limits of Howe Sound, and vice versa, is not compulsory, but if the services of a pilot are required he shall be paid the following rates:—

From Cape Flattery, \$6 per foot.

From Callum Bay, \$5 per foot.

From Beachy Head, \$4 per foot.

From Race Rocks or Royal Roads, \$3 per foot.

And for vessels under steam or in tow of a steamer the following rates shall be paid:—

From Cape Flattery, \$3 per foot.

From Callum Bay, \$2.50 per foot.

From Race Rocks or Royal Roads, vessels under steam, \$1 per foot.

From Race Rocks or Royal Roads, vessels in tow of a steamer, \$1.50 per foot.

C. GARDINER JOHNSON,
Secretary-Treasurer Vancouver Pilotage District.

Number.		Amount.	Total.
	Inwards—		
5	British sailors.....	169 00	
14	Foreign sailors.....	337 80	
88	British steamers.....	5,893 56	
208	Foreign steamers.....	4,574 46	10,974 82
	Outwards—		
5	British sailors.....	165 00	
13	Foreign sailors.....	402 42	
86	British steamers.....	6,168 82	
208	Foreign steamers.....	4,479 94	11,216 18
			22,191 00

Remaining in Port on December 31, 1908—*Boadicea*, \$30.74, *Elsa*, \$45.04, *Haddon Hall*, \$30.82, *Lonsdale* \$73.86, *Makura*, \$249.60.

Approved,

RICHARD ALEXANDER,
Chairman.

C. GARDNER JOHNSON,
Secretary.

	Amount.	Total.
Receipts—		
Balance in bank, January 1, 1908.....	1,198 10	
Pilotage earnings for year, 1908.....	22,191 00	23,389 10
Disbursements—		
Paid pilots January 5, 1908.....	1,198 10	
Paid pilots during year, 1908.....	13,762 23	
Office expense account.....	1,225 65	
Pilotage expense account, 1908.....	6,209 68	
Balance in bank.....	993 44	23,389 10

ASSETS.	Amount.	Total.
Bank of Montreal.....	993 44	
Bank of Montreal, Savings Department.....	736 21	
License fee.....	20 00	
Interest, 1908	22 59	778 80
LIABILITIES.		1,772 24
Reserve fund.....	736 21	
Interest, 1908	22 59	
License fee.....	20 00	778 80
Pilotage earnings undisbursed.....	993 44	1,772 24

Approved,

RICHARD ALEXANDER,
Chairman.

C. GARDNER JOHNSON,
Secretary.

APPENDIX No. 42.

REPORT OF THE VICTORIA AND ESQUIMALT PILOTAGE AUTHORITY
FOR THE YEAR ENDING DECEMBER 31, 1908.

VICTORIA, B.C., February 23, 1909.

SIR,—Inclosed please find annual report for the year 1908, which I trust is correct and satisfactory.

I am, sir,

Your obedient servant,

ANGUS B. McNEIL,

Secretary Treasurer.

Balance—Surplus 1907.....	\$ 455 76
To Receipts—British.....	6,483 65
" Foreign.....	8,192 42
<hr/>	
	15,131 83

By Expenditure—Pilots drawings.....	\$ 12,840 80
" Surplus 1907.....	455 76
" Secretary's salary.....	600 00
" Secretary's expenses.....	420 00
" Miscellaneous.....	244 77
<hr/>	
	14,561 33

By Balance surplus 1908.....	570 50
<i>Pilots—</i>	

	Age.
S. W. Bucknam.....	59
John Thompson.....	61
Wm. Cox.....	54
John Newby.....	60

Board of Commissioners—

A. B. Fraser, sr., Esq.
 J. Kingham, Esq.
 H. F. Bullen, Esq.
 Capt. Wm. Grant.

ANGUS B. McNEILL,
Secretary Treasurer.

1. Pilotage is compulsory in this port.	
2. Detailed statement for year 1908—	
British ships piloted.....	208
Foreign ships piloted.....	150
Foreign ships attended.....	78
Foreign tugs (no services).....	18
Foreign ships licensed.....	3
British ships licensed.....	1
<hr/>	
Total.....	458

I have the honour to be, sir,

Your obedient servant,

ANGUS B. McNEILL,

Secretary.

APPENDIX No. 43.

STATEMENT showing the result of returns of Shipping and Discharging of Seamen, received by the Department of Marine and Fisheries, in accordance with the provisions of Chapter 113, 'An Act respecting Shipping in Canada,' from Shipping Masters throughout the Dominion, for the half year ended June 30, 1908, and December 31, 1908.

Note.—The Collectors of Customs act as Shipping Masters when no other Shipping Master is appointed.

QUEBEC.

Name of Port.	Name of County. Shipping Master.	For half-year ended June 30, 1908.		For half-year ended December 31, 1908.		Total Seamen Shipped.	Total Seamen Dis- charged.	Total Amount. cts.
		Seamen Shipped.	Seamen Dis- charged.	Seamen Shipped.	Seamen Dis- charged.			
Esquimaux	Saguenay	William Cunningham						
	(Gaspé	Collector of Customs.						
Gaspé	"	"						
Magdalen Islands	"	"						
Montreal	Bonaventure	966	328	581	40	3,216	759	4,185
Paspebiac	Gaspé	"	10	11	8 50	4	5	30
Percé	Quebec	B. C. Beauchene		Nil	Nil			
Québec	Rimouski	Phil. La Boutillier						
Rimouski	St. Johns	T. Beland						
St. Johns	Three Rivers	Jas. Gauvain						
Three Rivers	"	Collector of Customs.						
		"						

NEW BRUNSWICK.

Alma	Albert	Collector of Customs.	No returns.	No returns.	No returns.			
Bathurst	Gloster	"	No returns.	No returns.	No returns.			
Buctonche	Kent	J. J. LeBlanc	Nil.	Nil.	Nil.			
Chatham	Northumberland	R. J. Walls	10	2	5 60			
Dalhousie	Restigouche	Collector of Customs.	No returns.	No returns.	No returns.			
Dorchester	Westmorland	"	No returns.	No returns.	No returns.			
Fredericton	York	A. F. Street	Nil.	Nil.	Nil.			
Grand Harbour	Charlotte	Collector of Customs.	No returns.	No returns.	No returns.			
Harvey	"	"						
Hillsborough	Albert	William Woodworth	Nil.	Nil.	Nil.			
Leprechaux	"	J. E. Haggerty	Nil.	Nil.	Nil.			
Moncton	Westmorland	J. S. Rayward	6	4	4 20			
Musquash	St. John	C. C. Clinch	Nil.	Nil.	Nil.			

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New Brandon	Gloucester	Collector of Customs	No returns.	7	10	10	6 50
Newcastle	Northumberland	" "	No returns.				
"	"	"	No returns.				
22 Qaco	Kent	B. E. Johnson	Nil.	Nil.	Nil.	Nil.	
Richibucto	Westmorland	Collector of Customs	No returns.	13	13	20	12 50
Rockport	"	E. C. King	Nil.	Nil.	20	1	0 30
Sackville	Charlotte	W. Snodgrass	Nil.	Nil.			
St. Andrews	"	Janes McKay	Nil.	Nil.			
St. George	St. John	W. H. Purdy	Nil.	Nil.			
St. John	Westmorland	A. M. McLean	Nil.	Nil.			
Shediac	Gloucester	E. D. Chaisson	Nil.	Nil.			
Shipping	St. John	G. R. McDonough	Nil.	Nil.			
St. Martin's	Charlotte	H. Graham	Nil.	Nil.			
St. Stephen							

NOVA SCOTIA.

Advocate Harbour	Cumberland	William Moore	3 00	14	20	13 00	17	25	16 00
Anherst	"	B. W. Baker	5	12	12	5 10	17	35	19 00
Annapolis	Annapolis	E. McCormick	14	3	3	48 40	105	60	70 50
Antigonish	Antigonish	E. Boyd	34	71	43	48 40			
Apple River	Cumberland	A. H. Mosher	Nil.	Nil.	9	9	9	7	4 60
Anchacat	"	Collector of Customs	Nil.	Nil.	No returns.	No returns.			
Aspy Bay	"	Nil.	No returns.	No returns.	No returns.	No returns.			
Baddeck	"	Nil.	No returns.	No returns.	No returns.	No returns.			
Barrington	Shelburne	D. Sergeant	1 90	5	1 50	2	8	3 40	
Barton	"	F. W. Hutchinson	Nil.	Nil.	61	46 30	56	61	46 30
Bayfield	Digby	Chas. Gass	Nil.	Nil.	56				
Belliveau Cove	"	E. E. Teriault	38	30 40	27	29 70	65	92	60 10
Bear River	"	W. W. Wade	38	30 40	27	29 70	65	92	60 10
Beaver Harbour	Halifax	No returns.	Nil.	Nil.	No returns.	No returns.			
Bridgewater	Lunenburg	N. C. Owen	56	29 30	91	61 70	116	110	91 00
Bridgetown	Annapolis	John H. Hicks	Nil.	Nil.	Nil.	No returns.			
Canning	Collector of Customs	P. C. Cullen	Nil.	Nil.	9	1	4 80	1	4 80
Canso	Guyborough	J. H. LeBlanc	3	2 10	6	1	3 30	3	3 40
Church Point	Digby	Ephraim Nickerson	8	3 80	4	6	3 80	7	14
Clark's Harbour	Shelburne	W. C. Jones	12	11 10	24	35	22 50	39	47
Clementsport	Annapolis	J. M. Viets	20	17 80	5	7	4 60	25	33
Digby	"	J. M. Scott	6	3 00	18	19	9 00	24	22 40
Glace Bay	Guyborough	Marcellus Poirier	1,943	1,632	1,476 10	1,496	13 10	19	12 10
Halifax	Cape Breton	Howard Blyth	10	9	1,313	1,141 90	3,439	2,995	2,618 00
Hantsport	Hants	J. W. Lawrence	No returns.	No returns.	12	17 60	38	21	25 30
Harbour au Bouche	Annapolis	J. M. Crispo	3	1 50	2	1 60	5	2	3 10
Jordan Bay	Shelburne	E. L. Martin	Nil.	Nil.	2	Nil.			
Lunenburg	Cape Breton	John Burke	10	5 00	Nil.	6 90	10	13	11 90
Liscomb	Guyborough	Wm. Pye	104	74	20	54	44 70	133	118 90
Liverpool	Queens	J. V. Dexter			59	54			

STATEMENT showing returns respecting Shipping and Discharging of Seamen, &c.

NOVA SCOTIA—Continued.

Name of Port.	Name of County.	Name of Shipping Master.	For half-year ended June 30, 1908.			For half-year ended December 31, 1908.			Total Seamen Discharged.	Total Seamen Shipped.	Total Seamen Discharged.	\$ cts. Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.				
Lockport.		J. R. Ruggles	37	Nil	\$ 18 50	30	Nil	\$ 17	20 10	67	17	38 60
Shelburne		J. A. Blakie	Nil	215	239 50	Nil	90	78 00	452	305	317 50	
Colechester		Wm. Lewis	350	No returns.	102	160	177 00	288	160	177 00	60 60	
Londonderry		B. C. Knock		No returns.	258	42	60 60	96	42			
Louisbourg		A. F. Zwicker		No returns.	96	Nil						
Lunenburg		Ronald McDonald		No returns.	Nil							
Mahone Bay		Collector of Customs.		No returns.	Nil							
Cape Breton		F. C. McRae		No returns.	Nil							
Hants		Collector of Customs.		No returns.	Nil							
Main-a-Dieu..		Donald McGregor		No returns.	Nil							
Maritlalnd		E. W. Doucet	10	8 50	7	2	4 10	18	12	12 60		
Margaree		Collector of Customs.		No returns.	Nil							
Maplewood		G. B. Swaine		No returns.	Nil							
Margarettsville		M. J. Ross		Returns sent for the year.	153	131	115 80	279	618	261	387 30	
Meteghan		L. A. Holmes	93	90 90	85	80	66 80	107	279	224	216 70	
Guy'sborough		P. John Waters	9	13 70					107	89	80 50	
Milgrave		Collector of Customs.		No returns.	Nil							
North East Harbour		P. K. Bent	22	17	16 10	5	5 00	22	11	8	16 10	
North Sydney		James MacLane	4	3	2 90	7	Nil	12	19 80	40	20	
Cape Breton		George L. McLean	10	8	8 00	30	Nil	Nil				
Cumberland		E. D. Tremain	Nil	Nil		Nil						
Pictou		Benj. R. Smith	Nil	Nil		Nil						
Digby		Collector of Customs.		No returns.	4	3 20	15	12 00	19	19	15 00	
Cumberland		P. K. Bent		No returns.	Nil	Nil	Nil					
Inverness		A. Rod. Grant		No returns.	Nil	Nil	Nil					
Port Hawrely		E. E. Lesson		No returns.	Nil	Nil	Nil					
Port Hastings		Collector of Customs.		No returns.	5	3 70	3 00					
Port Hood		J. R. Starr		No returns.	11	3 00						
Port Gilber		E. H. Potter		No returns.	12	3 00						
Port Mulgrave		W. H. Amiro		No returns.	11	3 00						
Port Lorne		Collector of Customs.		No returns.	12	7	Nil	4	5 20	22	11	
Queens		A. W. Pugsley		No returns.	Nil	10	Nil	4				
Cape Breton		D. McAulay		No returns.	Nil	10	9	6 80	10	9	6 80	
Port Medway		C. M. Morrison		No returns.	5	5	5	4 00	16	13	13 40	
Port Morien		H. C. Perrin		No returns.	11	8	9 40					
Port Williams		"		No returns.	12	7	Nil	4				
Kings		D. McAulay		No returns.	Nil	10	9	6 80	10	9	6 80	
Annapolis		C. M. Morrison		No returns.	5	5	5	4 00	16	13	13 40	
Yarmouth		H. C. Perrin		No returns.	11	8	9 40					
Pubnico		"		No returns.	12	7	Nil	4				
Cumberland		Victoria		No returns.	Nil	10	9	6 80	10	9	6 80	
River Hébert		Richmond		No returns.	5	5	5	4 00	16	13	13 40	
St. Ames		D. McAulay		No returns.	11	8	9 40					
St. Peter's		C. M. Morrison		No returns.	5	5	5	4 00	16	13	13 40	
Salmon River		H. C. Perrin		No returns.	11	8	9 40					

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PRINCE EDWARD ISLAND.

BRITISH COLUMBIA.

Aboneet.....	Vancouver.....	John Grie.....	No returns.					7 80
Algonquinot	"		No returns.					7
Hosquiat.	"	W. J. Feeler.....	4 50					7
Knignot.....	Conox.....	Charles Harrison.....	Nil.	8				8
Masset Inlet.....	Owen Charlotte.....	Nil.						10 00
New Westminster.....	New Westminster.....	No returns.						
Victoria.....	George Kirkendale.....	396	413	30	622	817	566	10
Victoria.....	D. McPhaiden.....	760	691	60	744	852	786	60
Vancouver.....	New Westminster.....	655						

APPENDIX

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

SEA GOING

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1908.					
Mar. 26.	A. W. Perry..... (106075)	11	Halifax, N.S.....	Schr. steel, steam.....	957
May 19.	A. W. Perry..... (106075)	11	Halifax, N.S.....	Schr. steel, steam.....	957
1907.					
July 27.	Abana..... (96945)	17	St. John, N.B.....	Schr. wood, sail.....	97
1908.					
Feb. 1.	Abana..... (96945)	17	St. John, N.B.....	Schr. wood, sail.....	97
1907.					
Oct. 22.	Abbie Keast..... (107798)	8	St. John, N.B.....	Schr. wood, sail.....	96
Aug. 3.	Ada..... (59255)		Chatham, N.B.....	Schr. wood, sail.....	72
Dec. 1.	Ada Mildred..... (117961)		Pictou, N.S.....	Schr. wood, sail.....	99
April 2.	Addie and Beatrice..... (121898)		Shelburne, N.S.....	Schr. wood, sail.....	137
1908.					
Jan. 18.	Adonis..... (111999)	4	Windsor, N.S.....	Schr. wood, sail.....	316
1907.					
Dec. 8.	Affezione..... (Italian)	23	Naples, Italy.....	Bark wood, sail.....	1,019
Sept. 23.	Agnes..... (107589)	7	Gloucester, G.B.....	Schr. wood, sail.....	75
1908.					
Jan. 24.	Albuera..... (115262)	5	St. John, N.B.....	Schr. steel, steam.....	2,259
Mar. 1.	Alcea..... (107657)	8	Lunenburg, N.S.....	Schr. wood, sail.....	99
1907.					
Nov. 4.	Alfredo.....	25	Mt. Vedeo, Uruguay.....	Bark iron, sail.....	987
1908.					
Feb. 16.	Alliance..... (74410)	30	Chatham, N.B.....	Schr. wood, sail.....	99
1907.					
June 20.	Alkaline..... (103731)	10	Parrsboro, N.S.....	Bark wood, sail	626
Oct. 17.	Alkaline..... (103731)	10	Parrsboro, N.S.....	Bark wood, sail.....	~626
June 11.	Alma.....	23	New York, U.S.A.....	Schr. wood, sail.....	124

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DIX 44.

and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1907-8.

WRECK, 1907-08.

Port Sailed from. Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost and saved.	Remarks.
Halifax, N.S., Boston, U.S.A.	At Boston wharf, U.S.A....	Struck wharf.....		Part.
Boston, U.S.A., Charlottetown, P.E.I.	McMillans Point, Strait of Canso, N.S.	Stranded.....		Part \$30,000.
St. Martins, N.B., Boston, U.S.A.	10 miles off Cape Elizabeth, Me., U.S.A.	Lost Flying Jib.....		
Bath, Me., St. Martins, N.B.	Bass Harbour Light, Me., U.S.A.	Stranded.....		Part 1,800.
St. John, N.B., New York, U.S.A.	Cape Cod, SE. 30 miles A. Ocean.	Lost part of deckload.....		Total.
Sydney, C.B., Chatham,N.B.	Pastage Island, Miramichi Bay.	Foundered.....		
New York, U.S.A., Halifax, N.S.	Near Blond Rock, Seal Id., 43° 23'N., 66° W.N. Atlantic	Ran on rock.....		Part 500.
New York, U.S.A., New York, U.S.A.	Lat. 32° 12' N. Lon. 73 56 W. N. Atlantic.	Lost some sails in gale.....		Part 300.
Port William, Port aux Spain, Trinidad.	Lat. 24° 35, Lon. 82° 35, Florida Sts.	Stranded..		
Weymouth, N.S., Buenos Ayres.	Lat. 42° 24' N., Lon. 65° 56 W., N. Atlantic.	Lost sails and deckload.....		Part 9,800.
Gloucester, Quero Banks....	Port Mouton Isl., N.S., Atlantic Coast.	Stranded.....		Part 1,000.
New York, U.S.A., Rotterdam.	Between New York and Norfolk.	Damaged at sea, (supposed)		
Tusket Wedge, New York, U.S.A.	80 miles SW. Seal Isl. Canada.	Lost deckload and boat.....		Part 20.
Weymouth Bay, N.S.	Sawbar North of Ry.Bridge, Sessibar River.	Struck shore while rounding channel.		No damage.
Jersey, Figueira.....	Inside Fegueira Bar, Portugal.	Stranded..		Total 3,500.
Philadelphia, Ivecat, Greenland.	88 miles west of Arsuk, Greenland.	In collision with ice.....		Part 1,500.
Ivecat, Greenland, Copenhagen.	Supposed to have foundered after leaving Ivecat.	.....		Total.
Sackville, N.B., Philadelphia.	SSW. of Partridge Isld., N.B., Canada.	Sprung a leak.....		Total 6,000.

9-10 EDWARD VII., A. 1910

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.
1908.					
Feb. 2..	Annie Blanche..... (103027)	13	Parrsboro, N.S.....	Schr. wood, sail.....	68
1907.					
April 2..	Annie Smith..... (107,279)	8	Paspebiac, Que.....	Bark, wood, sail	249
Dec. 10..	Argo.....	15	St. Johns, Nfld.....	Schr., wood, sail.....	80
Sept. 24..	Argosy..... (94,778)	18	Lunenburg, N.S.....	Schr., wood, sail.....	84
1908.					
April 30..	Arizona .. (83,307)	25	Liverpool, N.S.....	Schr., wood, sail.....	99
May 1..	Arnold..... (116,501)	4	Lunenburg, N.S.....	Schr., wood, sail.....	99
Jan. 12..	Arona..... (97,190)	17	Windsor, N.S.....	Schr., wood, sail.....	534
1906.					
July 29..	B No. 1.....	1	Vancouver, B.C.	Scow, wood, sail.....	169
1907.					
Sept. 2..	Baden Powell..... (107,780)	7	Chatham, N.B	Schr., wood, sail.....	97
Nov. 23..	Baden Powell. (111,412)	8	Lunenburg, N.S	Schr., wood, sail.....	94
1908.					
Mar. 24..	Baden Powell. (107,780)	7	Chatham, N.B.....	Schr., wood, sail.....	97
1907.					
Nov. 13..	Basutoland..... (112,383)	4	Liverpool, N.S.....	Schr., wood, sail	190
1908.					
Mar. 20..	Beatrice S. Mack..... (116,498)	4	Lunenburg, N.S.....	Schr., wood, sail.....	99.
1907.					
Oct. 30..	Beaver..... (100,056)	17	St. John, N.B.....	Schr., wood, sail.....	192
" 1..	Bessie (100,545)	11	Digby, N.S.....	Schr., wood, sail.....	88
1908.					
May 1..	Bessie A..... (100,340)	10	Parrsboro', N.S.....	Schr., wood, sail.....	96
1907.					
April 26..	Blenheim..... (103,196)	13	Paspebiac, Que.....	Schr., wood, sail.....	199
Dec. 22..	Blenheim..... (103,196)	13	"	Schr., wood, sail.....	199
July 27..	Bobs..... (72,747)	13	Parrsboro', N.S.....	Schr., wood, sail.....	97
Dec. 20..	Bobs..... (92,747)	13	Parrsboro', N. S	Schr., wood, sail.....	97

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months ending June 30, 1907-8.—Continued.

Port Sailed from. — Port Bound to.	Place where Casualty Happened.	Cause and Nature of Casualty.	lives Lost.	Remarks.
St. John, N.B., Wolfville, N.S.	Apple River, N.S., Cumber- land Bay.	Stranded.....	Part 1,600.	\$
Baracoa, New York, U.S.A.	Castle Isld., one mile from Crook Isld., B.W.I.	Broke topgallant mast.....	Part,	3,000
Gloucester, U.S.A., Sydney, C.B.	Whale Cove, at entrance to White Head Harbour.	Stranded.....	Total,	4,500
Halifax, N.S., Sydney, C.B.	Point Aconi, C.B., Gulf St. Lawrence.	Stranded.....	Part,	1,200
Liverpool, N.S., Boston, Mass.	Lovell's Isld., Boston Har- bour, U.S.A.	Stranded.....	Part,	500
Halifax, N.S., New Haven, N.S.	No. Sydney Harbour, N.S., No. Atlantic.	Stranded.....	Part,	1,350
Mobile, Ala., Florida, U.S.A.	73° 36' W. Lon., 28° 30' N. Lat., Bahamas.	Abandoned at sea.....	Total,	25,000
Vancouver, B.C., Lacombe, U.S.A.	Steep Point, San Juan Isld., U.S.A.	Stranded.....	Part,	3,500
Chatham, N.B., Newcastle, N.B.	West of Dover Bay, south of Nova Scotia.	Stranded.....	Part,	600
Halifax, N.S., South At- lantic.	Lat. 51° 0' S., Lon. 60° 50' W., Falkland Isld.	Stranded.....	Total,	8,100
Tusket, N.S., St. Johns, Nfld.	Broad Cove, Nfld.....	Struck rock and foundered.	Total,	5,000
Point Du Chêne, Vineyard Haven, U.S.A.	White Point, Canso Har- bour, N.S.	Stranded.....	Total,	5,000
Lunenburg, N.S., Lunenburg, N.S.	Western Banks, N. Atlantic.	Collision with SS. <i>Victoria</i> .	Part,	750
Chatham, N.B., New York, U.S.A.	Stonehouse Shoal, Vineyard Haven.	Struck shoal		
Digby, N.S., New York, Provincetown U.S.A.	Harbour, Mass.	Lost some sails.....		
Port Greville, N.S., Salem, Mass.	Long Ledge, Booth Bay, U.S.A., American coast.	Stranded.....	Total,	2,500
Ternandina, Madeira.....	South Atlantic.....	Vessel leaking.....		
Hamilton, Bermuda, St. Johns, Nfld.	36° N. Lat., 64° W. Lon., Atlantic.	Lost some spars, sails	Part,	500
Parrsboro', N.S., New Haven, Conn.	On Chatham Bar, Mass., Stranded. U.S.A.	.....	
New Haven, Conn., Maitland, N. S.	Highland Light, American Coast.	Broke bowsprit and lost some sails.	Part,	215

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.
1907.					
June 8.	Bridgewater..... (96,081)	18	Halifax, N. S.....	Schr., steel, steam	119
Oct. 10.	Brilliant Star..... (90,721)	21	Sydney, N. S.....	Schr., wood, sail.....	32
Sept. 15.	Britannia..... (100,571)	14	Lunenburg, N. S	Schr., wood, sail.....	89
1904.					
.....	British Lion..... (111,441)	4	Ottawa, Ont.....	Schr., wood, steam.....	17
1907.					
April 1.	Brooklyn..... (111,697)	5	Liverpool, N. S.....	Schr., wood, sail.....	247
Sept. 15.	Brookside..... (113,415)		Yarmouth, N. S.....	Bark., iron, sail.....	672
Jan. 8.	Brookside		Yarmouth, N. S.....	Bark., iron, sail.....	672
Oct. 1.	C. B. Whidden..... (111,698)	5	Liverpool, N. S.....	Bgtn., wood, sail.....	349
July 28.	C. J. Colwell..... (96,743)	18	St. John, N. B	Schr., wood, sail.....	82
Dec. 4.	C. W. Mills..... (112,002)	3	Annapolis, Royal, N. S.....	Schr., wood, sail.....	318
Oct. 24.	Cacouna.....	23	Montreal, Que.....	Schr., iron, steam.....	931
Dec. 5.	Calavera..... (111,732)	5	Lunenburg, N. S.....	Schr., wood, sail	90
June 5.	Camosun..... (121,204)	2	Glasgow, G.B.....	Schr., steel, steam	795
Dec. 1.	Can't Help It..... (92,675)	19	Pictou, N. S.....	Schr., wood, sail.....	40
July 5.	Capella.....	1	Boulogne, France.....	Schr., steel, steam	100
Mar. 20.	Carl E. Richard..... (111,718)	6	Lunenburg, N. S.....	Schr., wood, sail.....	99
Sept. 17.	Carrigan Head.....		Belfast, G. B	— steel, steam.....	2,717
1908.					
Mar. 15.	Cartagena..... (112,343)	6	Liverpool, N.S	Schr., wood, sail.....	198
Jan. 19.	Catherine Burk..... (201,004)	1	Boston, Mass., U.S.A.....	Schr., wood, sail.....	92
1907.					
July 14.	Cepola..... (61,586)		Weymouth, N.S	Schr., wood, sail.....	94
April 24.	Ceto..... (90,824)	18	Pictou, N.S.....	Schr., wood, sail.....	95
Dec. 5.	Champion..... (111,749)	5	St. John, N.B.....	Schr., wood, sail.....	79
Oct. 17.	Charmer..... (100,793)	20	Victoria, B.C.....	Schr., iron, steam.....	496
Nov. 21.	Cheronea..... (106,859)		St. John, N.B.....	Schr., steel, steam.....	2060
1908.					
July 18.	Chlorus..... (69,217)	31	Yarmouth, N.S	Schr., wood, sail.....	57

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Port Sailed from. Port Bound to.	Place where Casualty happened.	Nature and Cause of Casualty.	Lives lost.	Remarks.
Halifax, N.S., Pt. Beckerton, N. S.	S. W. Reef of Nixey's Mate, Atlantic Ocean.	Stranded.....	Part,	\$ 18,000
N. Sydney, Beddick.....	Cape Dolphin, Bras d'Or Lake, C.B.	Stranded.....	Part:	150
Halifax, N.S., Bay of Islands	York Harbour, Nfld, Gulf St. Lawrence.	Stranded	Part,	550
Malbay, Gaspe, Malbay,	Barachois, Malbay, Gaspe..	Stranded	Total.	
Liverpool, Carpennie.....	Swinam, Dutch Guiana.....	Vessel foundered (water-logged).	1	Total.
Baltimore, U. S. A., Yar- mouth, N. S.	North Atlantic.....	Bowsprit broken and lost some sails.	Part,	4,500
Yarmouth Harbour, N. S.	Tusket River, Yarmouth, N.S.	Lost anchor and chain. .		
Gaspe, Que., Havana.....	39° 30' N. Lat. 60° 15' W. Long, N. Atlantic.	Broke rudder stock.....		Serious.
St. John, N.B., Boston, U.S.A	3 miles South of Machirs, Me., U.S.A.	Foresail split.....		
Hamilton, Bermuda.....	Lat. 31° 46' N. Long 71° 33' W. Atlantic.	Lost portion of deck load..		
Montreal, Que., Sydney, C.B	Sydney Harbour, C.B., Syd- ney, C.B.	Collision.....	Part,	500
Mahone Bay, N. S., Boston, U.S.A.	99 miles West off Yarmouth, N.S.	Sprung a leak.....		
Vancouver, B. C., Stewart, B.C.	55° 23' N. Lat. 129° 46' W. Long, Observatory Inlet .	Stranded.....		No damage.
Sydney, C. B., Georgetown.	Northumberland Straits....	Stranded.....	Total,	500
Boulogne, France, Sydney, C. B.	Port Neva, Atlantic.....	Stranded.....	Total.	
Halifax, N. S., New York...	100 miles west of Blond Rock Bay, Seal Islands, N. S.	Lost sails and broke gaff..	Part,	625
	Indian Cove, St. Lawrence.	Collision.....		
Halifax, N.S., Colon	Lat. 38° 15', long. 59° 20', Atlantic.	Damaged rudder.....		
Boston, Mass., U.S.A., Fish- ing Banks.	Off Cape Sable, N.S., Atlan- tic ocean.	Lost foresail and boom....	Part,	150
Port Barton, Rockport, Me..	Rockport, Me., U.S.A.....	Burnt.....	Total,	800
Halifax, N.S., New York, U.S.A.	Off Hankerchief light ship, Vineyard Haven.	Lost anchor and chain.....		
Bra Dore, Labrador Channel, Halifax, N.S.	Dead Mans Cove, C.B., N.S.	Stranded.....	1	Total, 12,600
Victoria, B.C., Vancouver, B.C.	Off Sand Head lightship, N.S.	Collision with SS. <i>Tartar</i>	Part.	
Fernandina, Halifax, Ham- burg.	Lat. 41° N, long. 60° W., N. Atlantic.	Lost portion of deck load and some sails.		
Glace Bay, N.S., St. Johns, Nfld.	20 miles S.W. Miegalon.	Sprung a leak.....		

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STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.
1907.					
June 28.	Clayola	17	Windsor, N.S.....	Schr., wood, sail.....	123
Dec. 2.	Coban	25	Montreal, Que.....	Schr., iron, steam.....	689
1908.					
April 6.	Coban	26	Montreal, Que.....	Schr., iron, steam.....	689
1907.					
April 20.	Conductor	27	Windsor, N.S.....	Bark, wood, sail.....	1063
Oct. 24.	Conductor	31	Richibucto, N.B.....	Schr., wood, sail.....	51
Sept. 14.	Conductor	27	Windsor, N.S.....	Bark, wood, sail.....	1063
1908.					
May 26.	Conrad S.	1	Parrsboro, N.S.	Schr., wood, sail.....	299
1907.					
Nov. 25.	Cora B.	17	St. John, N.B.....	Schr., wood, sail.....	99
Sept. 27.	Cora May	18	St. John, N.B.....	Schr., wood, sail.....	117
April 22.	Coral Leaf	5	Parrsboro, N.S.....	Schr., wood, sail.....	374
1908.					
Jan. 22.	Corinto	12	Parrsboro, N.S.	Schr., wood, sail.....	98
1907					
June 10.	Crescent	5	Maitland, N.S.....	Schr., wood, sail.....	99
Sept. 9.	Crystal	1	Halifax, N.S.	Schr., wood, sail.....	15
1908					
April 9.	Cymbeline	24	Arichat, N. S.....	Schr., wood, sail.....	97
....	Dauntless	7	New Westminster, B.C.....	Schr., wood, steam.....	88
1907					
Sept. 7.	Decorra	41	Machias, Me., U.S.A.....	Schr., wood, sail.....	150
1908					
April 24.	Deike Rickmers	1	German	Schr., steel, steam	2657
1907					
Oct. 13.	Demozelle	19	Parrsboro, N.S.....	Schr., wood, sail.....	165
1908					
Feb. 1.	Dolphin	12	Yarmouth, N.S.	Smack, wood, sail.....	4
	(103,068)				

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months ending June 30, 1907-8.—Continued.

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
St. Martins, N.B., "New York, U.S.A.	Cape Cod, U.S.A.....	Lost portion of deck load.....		\$
Louisburg, C.B., Sydney, C.B.	Black rock, Cranberry Head, Sydney river. C.B.	Ashore.....	Part, .	500
Louisburg, C.B., Yarmouth, N.S.	43° 48' N.lat., 66° 8' W. long. Yarmouth, N.S.	Struck rock in mid channel.....		
New York, U.S.A., Buenos Ayres.	Lat. 31° 27' N., long. 79° 19' W., N. Atlantic.	Sprung a leak.		
Richibucto, N.B., Sydney, C.B.	Sydney Harbour, Sydney, C.B.	Collision with <i>Cacuna</i>	Part,	500
Brunswick, U.S.A., Buenos Ayres.	Blanco Chico, Argentine....	Stranded.....		
Port Greville, N.S., New York, U.S.A.	Long Island Sound, N.Y., American coast.	Collision with <i>Harry B. Cousens</i>	Part,	300
Boston, Mass., Port Wade, U.S.A.	Freshwater Cove, Gloucester, Mass.	Stranded..	Total,	2,100
St. John, N.B., New York, U.S.A.	Bay Fundy.	Lost deck load of lath.		
Diligent River, N.S., New York, U.S.A.	Nantucket Shoals, Vineyard Haven.	Lost head gear.		
Calais, Me., Parrsboro, N.S.	Morden, N.S., Bay Fundy, N.S.	Foundered.....	Part,	1,100
Windsor, N. S., Hartford, Conn.	Vineyard Haven, U.S.A....	Collision		
Halifax, N.S., Ingraham, N.S.	Chebucto, N.S.	Collision with (Mahone)....	Total,	
Louisburg, N. S., Yarmouth, N.S.	60 miles S. by E., Coffins Island, N.S.	Lost some sails—Leaking.....		225
Vancouver, B.C., Anacortes, U.S.A.	Lat. 123° 28' W., Long. 48° 54' Br. Columbia.	Stranded.....		
Perth, U.S.A., Eastport, Me.	1 mile west of Gullivers Cove, Bay of Fundy.	Abandoned at Sea.....	Total,	1,200
Bremen, Philadelphia.....	43° 30' N.L., 58° 14' W. Atlantic.	4 propeller blades broken.....	Part,	2 000
Guttenburg, U. S. A., St. Stephen, N.B.	Entrance to Vineyard Sound, Mass.	Sunk by barge.	Total,	2,300
Tusket Wedge, N.S., Tusket Wedge, N.S.	Deep Cove Island, N.S.	Stranded	Total,	1,000

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1907					
June 11...	Dorothy M. Porter..... (117,164)	1	Windsor, N.S.....	Schr., wood, sail.....	168
May 25...	Drummuir..... (86,223)	25	Victoria, B.C.....	Bark, iron, sail.....	1798
Dec. 5...	Drussie..... (116,912)	2	Pasbiac, Que.....	Schr., wood, sail.....	99
April 19...	E. A. O'Brien..... (90,479)	15	Maitland, N.S.....	Bark, wood, sail.....	1036
Sept. 12...	Edith.....	13	Maitland, N.S.....	Schr., wood, sail.....	45
1908					
Mar. 18...	Edith R. Balcom..... (116,419)	5	Lunenburg, N.S.....	Schr., wood, sail.....	99
1907					
Nov. 22...	Edna M. Smith..... (112,238)	4	St. John, N.B.....	Bark, wood, sail.....	736
1908					
Feb. 2...	Ella G..... (116,928)	1	Victoria, B.C.....	Schr., wood, sail.....	16
Jan. 31...	Ellen C. Burke..... (137,019)	6	Boston, U.S.A.....	Schr., wood, sail.....	60
1907.					
Sept. 12...	Emma E. Potter..... (57,476)	13	Annapolis Royal, N.S.....	Schr., wood, sail.....	98
Nov. 10...	Emma R. Smith..... (85,439)	24	Windsor, N.S.....	Schr., wood, sail.....	391
Sept. 30...	Empress..... (107,761)	6	Charlottetown, P.E.I.....	Schr., wood, sail.....	335
Oct. 23...	Empress of China..... (98,953)	17	London, G.B.....	Schr., steel, steam.....	3,046
1908.					
Jan. 3...	Erin..... (121,761)	19	Vancouver, B.C.....	Sloop, wood, steam.....	100
1907.					
Oct. 5...	Ethel Clarke.....	16	Digby, N.S.....	Bktn., wood, sail.....	397
Nov. 30...	Ethyl B. Sumner..... (100,436)	6	Moncton, N.B.....	Schr., wood, sail.....	353
1908.					
Feb. 1...	Etta Vaughn..... (103,795)	9	Shelburne, N.S.....	Schr., wood, sail.....	97
1907.					
Feb. 2...	F. B. Lovitt..... (100,318)	14	Yarmouth, N.S.....	Bark, wood, sail.....	554
May 18...	F. B. Lovitt..... (100,318)	14	Yarmouth, N.S.....	Bark, wood, sail.....	554
1908.					
June 17...	F. W. Roebling..... (113,782)	18	Halifax, N.S.....	Schr., wood, steam.....	162

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Port Sailed from. — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	lives lost.	Remarks.
Barbados, St. John, N.B. . .	Sow and Pigs Ledge, Vine- yard Haven.	Stranded		\$
St. Francis, Algoa Bay.....	S. W. Islands, 23° 8' S 135° 05' N. Pacific.	Stranded	Part.	
Port Hawkesbury, N.S., Bos- ton, U.S.A.	Grand Turks Island	Yards broken—sails torn..		
Bridgewater, N.S., Falmouth, N.S.	Lat. 33° S. Long. 46° W., S. Atlantic.	Sprung a leak.....		
Port Herbert, Liverpool, N.S.	1 mile south Weston Head, Liverpool Harbour.	Foundered	Total, 500	
Halifax, N.S., Port Stanley, N.S.	Lat. 44° 23' S., Long. 64° 56' W., Argentine Coast.	Struck uncharted rock.....	Total, 15,000	
Southampton, Bear River, N.S.	Lat. 42° N. Long. 66' W. N. Atlantic.	Encountered heavy weather		
Victoria, B. C., Sealing Grounds.	Lat. 36° 01 N., Long. 120° 1 W., Pacific Ocean.	Stranded	Part, 2,200	
Boston, Mass., Fishing Grounds.	60 miles E.S.E. of Shel- burne, N.S.	Rudder broken.....	Part, 360	
Clementsport, N.S., Boston, U.S.A.	Mount Desert, Me., South West Harbour.	Sprung a leak.		
Port Douglas, N.Y., Port Wade, U.S.A.	Bean Shoal, 1 mile south of Shovelfull Shoal.	Stranded.		
Bridgewater, N.S., Boston, Mass.	Boston, Mass., U.S.A.	Sails and spars damaged, and vessel leaking.	Part, 1,400	
Hong Kong, Vancouver, B.C.	At C.P.R. wharf, Vancouver, B.C.	Main discharge valve left, open and sank at wharf.	Part.	
Vancouver, B.C., Coastwise.	54° 59' N., 127° 20' W., British Columbia.	Stranded.....	2,500	
Bear River, St. John, N.B. . .	Between Traffic and Path- way bridge.	Stranded.....	Part, 5,000	
Hillsboro, N.S., New York, U.S.A.	Cross Ripp Light Ship, Nan- tucket Shoal.	Struck submerged wreck.	Part, 11,000	
Halifax, N.S., Shelburne, N.S.	Brooklyn, N.S.	Stranded.....	Part, 1,800	
Yarmouth, N.S., Bueno s Ayres.	Lat. 40° 38' N., Long. 62° 35' W., Atlantic.	Leaking.		
Yarmouth, N.S., Bueno s Ayres.	Lat. 26° 40' S., Long. 40° 31' W., S. Atlantic.	Foundered (overstrained).....	Total.	
Halifax, N.S., New Port, Que.	Tormentine Reef, North- umberland Straits, N.S.	Stranded.....	Part, 500	

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian,
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1907.					
Nov. 17.	Falco.....		Norway.....	Schr., iron, steam.....	1,776
June 18.	Felix	1	Norway.....	Schr., steel, steam.....	1,123
Nov. 5..	Fleet Wing..... (100,013)	48	Annapolis Royal, N.S.....	Schr., wood, sail.....	54
" 24..	Flo. F. Mader..... (103,743)	11	Lunenburg, N.S.....	Schr., wood, sail.....	100
April 25..	Flora W. Sperry.....	7	St. John's, Nfld.....	Schr., wood, sail.....	95
Oct. 1..	Florence	19	Yarmouth, N.S.....	Schr., wood, sail.....	19
" 12..	Fort	13	Bergen, Norway	Str., steel, steam.....	1,901
Nov. 20..	Four Brothers	29	Halifax, N.S.....	Schr., wood, sail.....	26
	(75,835)				
1908					
Feb. 1..	Frances	4	Weymouth, N.S.....	Schr., wood, sail.....	259
	(111,891)				
1907					
July 14..	France A. Rice..... (94,821)	18	Weymouth, N.S.....	Schr., wood, sail.....	122
Oct. 21..	Francis Rene.....	30	St. Pierre, Miq.....	Bgtn., wood, sail	144
1908					
Jan. 5..	Frank and Ira	13	St. John, N.B	Schr., wood, sail.....	98
	(103,254)				
1902					
Sept. 30..	Fred Jackson.....		Liverpool, N.S.....	Schr., wood, sail.....	198
	(111,692)				
1907					
Dec. 30..	Georgia	19	London, G. B.....	Schr., steel, steam.....	1778
	(94,566)				
July 5..	Georgia E..... (100,874)	14	St. John, N.B.....	Schr., wood, sail.....	89
1908					
Feb. 1..	Glad Gordon	7	Gloucester, Mass. U.S.A....	Schr., wood, sail.....	88
	(117,074)				
1907					
Dec. 20..	Gladys B. Smith	2	Lunenburg, N.S.....	Schr., wood, sail.....	100
	(121,851)				
June 1..	Glenmouth..... (122,408)	1	Montreal, Que.....	Schr., wood, sail.....	1246
Mar. 22..	Glen Ville..... (70,616)	33	Jersey.....	Bktn., wood, sail.....	299
Nov. 6..	Glen Ville	33	Jersey.....	Bktn., wood, sail.....	299
	(70,616)				
May 5..	Golden Rule..... (112,132)	4	Shelburne, N.S.....	Schr., wood, sail.....	148
1908					
Jan. 9..	Grenada	19	Windsor, N.S.....	Bktn., wood, sail.....	635

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months ending June 30, 1907-8.—*Continued.*

Port Sailed from. — Port Bound to.	Place where Casualty Happened.	Cause and Nature of Casualty.	Lives Lost.	Remarks.
Norwick, Norway, N o r t h Sydney, N.S.	Atlantic	Deck-house & cabin wrecked, 2 plates broken, &c.	Part,	12,500
Sydney, C.B., Marble Mountain.	Seal Reef Shoal, 46° 14' 60" 24', Big Bras d'Or Lake.	Stranded.	Part,	200
Annapolis Royal, N.S., Port George, N.S.	West side of Digby Gut, N.S.	Stranded.	Total,	500
Mahone Bay, N.S., Boston, U.S.A.	40 miles S. E. Cape Cod . . .	Lost portion of deckload.	Part.	
St. John's, Nfld., Louisburg, C.B.	45 miles E. S. E off Scotarie, Atlantic.	Foundered.		
St. John, N.B., Yarmouth, N.S.	Sandford, N.S., Bay of Fundy.	Stranded.	Total,	500
Chatham, N.B., Portland, Me.	Straits of Canso, N.S.	Struck a rock.	Part,	15,000
Murray Harbour, P.E.I., New Glasgow, N.S.	Merigonish, N.S.	Stranded.	Total	600.
Havannah, Barbados.	Lat. 38° 00', Long. 67° 20' N. End Gulf Stream.	Lost some sails		
Weymouth, N.S., Fort de France.	Lat. 40° 06' N., Long. 63° 20' W., Atlantic Ocean.	Jettisoned deck cargo	Part	540.
St. Pierre, Miq., Sydney. C.B.	Point Edward, C.B., Cape Breton.	Stranded.	Part	1,000.
North Port, N.S., St. John, N.B.	Fishermans Island, Booth Bay, Me., U.S.A.	Stranded.	Total	3,000.
Port Hood, N.S., Quebec, Que.	Point Neuf, Que., River St. Lawrence.	Stranded.	Total	4,000.
Vancouver, B.C., New West- minster, B.C.	The Narrows near, Vancouver, B.C.	Cogs stripped on steering gear.	Trifling.	
St. John, N.B., Rockport, Me.	Blaidsels Isl. Ledges Penobscot Bay., Me.	Stranded.	Part	1,810.
Gloucester, U.S.A., Fishing Banks.	10 miles south Cape Rose- way, Shelburne, N.S.	Lost some sails	Part	50.
Twillingate.	43° 09' N., 36° 26' W., At- lantic.	Jettisoned cargo		
Sydney, C.B., Quebec, Que.	Off Quebec, River St. Law- rence.	Stranded.	No damage.	
New York, U.S.A., Halifax, N.S.	80 miles south, Sambro, N.S.	Lost foresail and jib.	Part	1,000.
Halifax, N.S., New York, U. S.A.	25 miles south of Roseway Light, U.S.A.	Lost deckload and sails.	Part	900.
Yarmouth, N.S., New York, U.S.A.	2 miles west of Cross Rip Light ship, Nantucket Shoals, U.S.A.	Lost spanker.	Trifling	25.
Buenos Ayres., Stamford . . .	Off Cape Hatteras, U.S.A.	Lost spars and sails.		

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.
1907					
Dec. 15...	Greta	7	Dorchester, N.B.....	Schr., wood, sail.....	146
(107,972)					
Oct. 4...	Guldregn.....	27	Norwegian.....	Bark, wood, sail	629
May 1...	Gurdian	8	St. John's, Nfld.....	Schr., wood, sail.....	99
(107,958)					
Dec. 12...	Gypsum Emperor.....	15	Windsor, N.S.....	Schr., wood, sail.....	695
(106,279)					
July 25...	Gypsum Empress.....	..	Windsor, N.S.....	Schr., wood, sail.....	695
(100,731)					
May 30...	H. A. Holden.....	18	St. John, N.B.....	Schr., wood, sail.....	94
(96,756)					
Nov. 6...	Haleyon.....	30	Charlottetown, P.E.I.....	Schr., wood, sail.....	24
(75,499)					
Nov. 20...	Hartney, W.....	4	Parrsboro, N.S.....	Schr., wood, sail.....	271
(116,322)					
July 29...	Hattie C.....	26	Saint John, N.B	Schr., wood, sail.....	160
(85,598)					
Oct. 3...	Hattie D	3	Yarmouth, N.S.....	Schr., wood, sail.....	62
Sept. 12...	Hazelton	7	Victoria, B.C.....	Stern wheel, wood, steam	282
(107,834)					
1908.					
Mar. 23...	Helen E. Kenney.....	17	St. John, N.B.....	Schr., wood, sail.....	293
(100,067)					
Jan. 24...	Helen Shafner..	8	Annapolis Royal, N.S.....	Schr., wood, sail.....	180
(107,292)					
1907.					
Sept. 17...	Henry Ellsworth.....	..	Charlottetown, P.E.I.....	Schr., wood, sail.....	45
(107,753)					
1908.					
Jan. 15...	Hispaniola.....	5	Lunenburg, N.S.....	Schr., wood, sail	91
(112,109)					
1907.					
Apr. 29...	Hirundo.....	8	Norwegian.....	Schr., steel, steam.....	1,343
Apr. 27...	Howard.....	17	Lunenburg, N.S.....	Schr., wood, sail	93
(96,822)					
Nov. 3...	Howard.....	17	Lunenburg, N.S.....	Schr., wood, sail	93
(96,822)					
Apr. 8...	Hugh John	7	Lunenburg, N.S.....	Schr., wood, sail	119
(111,416)					
July 18...	Hugh John.....	7	Lunenburg, N.S.....	Schr., wood, sail	119
(111,416)					
Dec. 3...	I. B. Hamblin	16	Lunenburg, N.S.....	Schr., wood, steam	22
(96,807)					
June 19...	Ich Dien.....	7	Lunenburg, N.S	Bktn., wood, sail	197
(107,658)					
Dec. 4...	Ida M. Barton..	5	St. John, N.B.....	Schr., wood, sail	102
(112,226)					
Nov. 12...	Indravelli	10	Liverpool, G.B.....	Schr., steel, steam ..	3768
(10,689)					
1908.					
Jan. 25...	Iroquois.....	8	Victoria, B.C.....	Sloop, wood, steam	94
(107,822)					

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months ending June 30, 1907-8.—*Continued.*

Port Sailed from. Port Bound to.	Place where Casually happened.	Cause and Nature of Casualty.	Lives lost and saved.	Remarks.
St. John, N.B., Barbados . . .	Long. 66°, Lat. 42° 10', Bay Fundy.	Lost deckload.		\$
Campbelton, N.B., North Sydney, C.B.	Gulf St. Lawrence.	Sprung a leak.	Part.	
Camalene, Nfld., North Sydney, C.B.	Off Crambury Head, Sydney, N.S.	Stranded.		Total 4,000.
Hillsboro', N.S., New York, U.S.A.	As anchor at Vineyard Haven, U.S.A.	Collision with (<i>Florence Island</i>).		
Trinidad, New York.	Romor Shoal, New York Bay.	Stranded.		
Parrsboro, N.S., Boston, U.S.A.	5 miles west Isle Haut, N.S.	Sprung mainmast.		
Georgetown, P.E.I., Souris, P.E.I.	Browns Cape, Gulf St. Lawrence.	Stranded.	3	Total, 300
Canning, N.S., Havana, Cuba.	Off Partridge, Isl. Light, Parrsboro, N.S.	Struck bottom.	Part,	400
Windsor, N.S., New York, U.S.A.	Bay Fundy.	Lost Port anchor and chain.		
Yarmouth, N.S., Musquash, N.B.	Bay Fundy.	Stranded.		Total, 2,700
Port Essington, Hazelton, B.C.	On bar below Lorn Creek, Skeena River.	Stranded.	Part,	2,000
Pascaquala, Rio Cabello, Venz.	Harbour of Rio Cabello, Venezuela.	Stranded.		Total, 15,000
Liverpool, N.S., Berbice.	Lat. 41° 58', Long 63° 63' N. End Gulf Stream.	Boats smashed, wheel house torn down, &c. in hurricane.		
Souris, P.E.I., House Harbour, Souris, P.E.I.	Driven out to sea from House Harbour.	Foundered at sea.	4	Total.
St. Lawrence, Lamaline Harbour.	Pigeon Island, Nfld.	Stranded.		Part.
Sydney, C.B.	Off Scatarie, Atlantic Ocean	Damaged by ice.	Part,	150
Bridgewater, N.S., New York, U.S.A.	Little Hope Light, Atlantic	Leaking.	Part,	600
Port Johnson, N.S., Montague, P.E.I.	20 miles south of Cape Sable, N. Atlantic.	Badly damaged by wind.	Part,	1,500
Port Herbert, New York, U.S.A.	100 miles west of Cape Sabine	Lost deck load lath.		
Musquodoboit, N.S., Elizabeth Port.	Vineyard, Haven Sound ..	Stranded.		
White Haven, N.S., Canso, N.S.	Canso Harbour, N.S.	Burnt.		Total, 1,500
St. John's, Newfoundland, Barbados.	Carlisle Bay, Barbados.	Collision.		
St. John, N.B., New Bedford.	Bass River, N.B.	Lost anchor.		
New York, U.S.A., Vancouver, B.C.	Killet Bluff, Lat. 48° 35' N., Long. 123° 12' Horn Sts., B.C.	Ran against Killed Bluff... 4	Part.	
Nanaimo, B.C., Sidney, B.C.	Stuart Channel, 3 miles west Lea Isld., B.C.	Broke tail shaft.	Part,	1,500

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906.					
	Isaac N. Veasey..... (116,742)	19	Halifax, N.S.....	Sloop, wood, steam....	60
1903.					
Jan. 3.	Isabella..... (79,788)	28	Sydney, C.B., N.S.....	Schr., wood, sail.....	85
1907.					
Oct. 16.	J. W. Hutt..... (111,694)	5	Liverpool, N.S.....	Schr., wood, sail.....	349
1908.					
Feb. 3.	James Daly..... (107,340)	8	Yarmouth, N.S.	Bgtn., wood, sail.....	162
1907.					
Nov. 21.	James R..... (100,212)	17	Halifax, N.S.....	Schr., wood, sail.....	51
July 10.	Japan..... (107,831)		Victoria, B.C.	Barge, wood, sail.....	331
Sept. 6.	Jeanie Myrtle.....	11	Lunenburg, N.S.	Schr., wood, sail.....	98
1908.					
Jan.	Jennie C..... (80,604)	27	Yarmouth, N.S.	Schr., steel, steam.....	16
1907.					
July 3	Jennie May..... (103,491)	12	Lunenburg, N.S.	Schr., wood, sail.....	88
July 7.	Jessie..... (111,787)	17	Victoria, B.C.	Schr., wood, sail.....	48
July 8.	John Millard..... (75,779)	26	Charlottetown, P.E.I.	Schr., wood, sail.....	69
1908.					
Jan. 3.	John S. Bennett..... (107,288)	8	Liverpool, N.S.	Bktn., wood, sail.....	299
1907.					
Nov. 6.	Kate..... (122,118)	9	Sydney, N.S.	Schr., wood, sail.....	10
1908.					
Feb. 21.	Kenora..... (122,326)	1	Vancouver, B.C.	Schr., wood, steam	9
1907.					
Nov. 11.	Kazembe..... (123,820)	1	London, G.B.	Schr., steel, steam	2934
Nov. 30.	Kildona..... (93,769)	19	Dundee, G.B.	Schr., steel, steam	2349
Dec. 5.	Kuskanook..... (121,758)	1	Vancouver, B.C.	Schr., wood, steam	547
Nov. 6.	La Belley..... (111,490)	7	Quebec, Que.	Schr., wood, sail.....	77
Dec. 4.	Laconia..... (94,862)	17	Bridgetown, Barbados.....	Schr., wood, sail.....	473
May 3.	Lady Eileen..... (103,512)	2	Gaspé, Que.	Schr., steel, steam	526

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months ending June 30, 1907-8.—*Continued.*

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
Halifax, N.S., N. Sydney, N.S.		Sunk at anchor.....		Total.
.....	Port Bevis, Bras D'Or Lake Cape Breton.	Foundered.....		Total, 1,000
San Blas Cove, New York, U.S.A.	No Name Bay, Abacs Isl., Bahamas.	Stranded.....		Total. 40,000
Cardinas, Cuba, Brunswick, Geo.	8 miles south of Jubilee Isl., Florida, U.S.A.	Sprang a leak and founded.....		Total, 3,000
St. Pierre, Miq., Cheticamp, N.S.	Queens Ledges, off Glace Bay, C.B., N.S.	Stranded.....		Total, 1,000
Ketchikan, B.C.....	Midway between Reef Pt. and Bold Isl., Alaska....	Blown up by dynamite.....	3	Total, 6,000
North Sydney, N.S., Halifax, N.S.	Scatarie Isl., C.B., Atlantic	Stranding		Part, 1,500
St. John, N.B ..	Seeleys Cove, N.S.....	Stranded.....		Total, 500
Bay St. George, Nfld., Hali- fax, N.S.	Bet. Cape Ray and St. Pauls Isl., Gulf St. Lawrence.	Sprung a leak		Part, 1,600
Victoria, B. C., Kyuquot, B.C.	Village Isl., Esquimalt, B.C.	Stranded.....		Part, 500
Richibucto, N.B., New York, U.S.A.	Lat. 42° 22', Long. 67° 30'.	Lost fore-sail and part of deck load.		
New York, U.S.A., Halifax, N.S.	41° 38' N. Lat.. 65° 56' W. Long., Atlantic.	Lost some spars and sails.....		Part, 300
Louisburg, N.S., Charlottetown, P.E.I.	St. Esper'l, C.B., N.S.	Stranded.....	3	Total, 1,000
Vancouver, B.C., Coastwise.	Nelson Isl., B.C.....	Struck a rock and sank		Total.
Glasgow, G.B., Vancouver, B.C.	1 mile south Seamash Rock, English Bay.	Stranded.....		
North Shields, Portland, Me.	Brazil Rock, Yarmouth, N.S.	Stranded.....		Total, 100,000
Nelson, B.C., Kootenay Land- ing, B.C.	15 miles up Kootenay River, B.C.	Stranded.....		No damage.
Quebec, Que., Montreal, Que.	Crane Id. wharf, Que., St. Lawrence river.	Collision with Savoie.....		Part, 100
New York, U.S.A., Wolf- ville, N.S.	Wolfville Harbour, Mines Basin, N.S.	Struck wharf		Part, 200
Dalhousie, N.B., Quebec, Que.	Bay of Chaleur, Canada....	Stranding		

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. — Iron or wood. — Steam or Sailing.	Register Tonnage.
1907.					
Nov. 3..	Lady Napier..... (107,765)	5	Charlottetown, P.E.I.....	Bktn., wood, sail.....	210
1908.					
Feb. 1..	Laura C..... (112,096)	6	Lunenburg, N.S.....	Schr., wood, sail	249
1907.					
Dec. 2..	Ledee Adele..... (73,022)	30	Magdalen Island, Que.....	Schr., wood, sail	50
Dec. 2..	Lena A..... (122,459)	1	Yarmouth, N.S.....	Sloop, wood, sail.....	10
1903.					
Mar. 17..	Leuctra	9	St. John, N.B.....	Schr., steel, steam	1969
1907.					
Sept. 17..	Lord Iveagh..... (96,047)	18	Belfast, G.B.....	Schr., steel, steam	2137
July ...	Low Wood..... (72,335)	29	St. John, N.B	Bktn., wood, sail	1091
Oct. 19..	Loyal	6	Lunenburg; N.S	Schr., wood, sail	99
Dec. 17..	Lucille	1	Parrsboro, N.S	Schr., wood, sail	164
May 13..	M. J. Taylor..... (111,676)	5	Parrsboro, N.S	Schr., wood, sail	377
Oct. 20..	M. J. Taylor..... (111,676)	6	Parrsboro, N.S	Schr., wood, sail	377
1906.					
Dec. 5..	Malabar..... (94,775)	20	St. John, N.B.....	Schr., wood, sail	99
1907.					
Oct. 22..	Malabar	20	Charlottetown, P.E.I	Schr., wood, sail	96
Sept. 30..	Malwa	6	Windsor, N.S.....	Bktn., wood, sail.....	540
Oct. 2..	Maple Leaf..... (107,567)	7	Parrsboro, N.S	Schr., wood, sail	98
Aug 7..	Marcella	29	Halifax, N.S	Schr., wood, sail	32
1908.					
Mar. 27..	Marconi..... (112,344)	6	Liverpool, N. S.....	Bgt., wood, sail	198
Jan. 23..	Margurete..... (111,894)	4	Weymouth, N. S.....	Schr., wood, sail	98
Feb. 29..	Majory J. Sumner..... (100,348)	3	Maitland, N. S.....	Schr., wood, sail	354
1907.					
Sept. 30..	Markland (112,110)		Victoria, B. C.....	Schr., wood, sail	99
May 17..	Mary Ann Bell..... (75,577)	30	Lunenburg, N.S.....	Schr., wood, sail	32

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Port Sailed from. — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
Georgetown, P.E.I., St. John, N.B.	Sandy Hook, New York, U.S.A.	Stranded.....	Part,	\$ 1,600
Havana, Cuba, Mobile, Ala.	Near Mobile light ship No. 16, U.S.A.	Stranded.....		
Magdalen Island, Que., Port Hood, N.S. Yarmouth, N.S., Yarmouth, N.S.	Souris Harbour, P.E.I.... Deep Cove Island, N.S....	Stranded..... Ran ashore	Part,	700
Seriphias, Glasgow.....	Old Verandah Harbour, Grand Malta.	Stranded.....		No damage.
Portsmouth, G.B., Belfast, G.B.	Off Sydney, C.B., Atlantic.	Steam pipe broken.....		
	Yarmouth Harbour, Bunkers Island, N.S.	Collision.....	Part,	1,500
Rexton, N.B., New York, U.S.A.	Richibucto Bar, near Rexton, N.B., Gulf St. Lawrence.	Stranded.....	Total,	4,550
New York, U. S. A., St Stephen, N.B.	Vineyard Haven, U.S.A...	Collision with Belize.....		
Gulfport, Miss., Parramarbo, Brazil.	Grecian Shoal, Straits of Florida.	Stranded.....	Part,	3,000
Port Morien, Quebec.....	4 miles N. W. of Bryon Island, Gulf St. Lawrence.	Lost sails.....	Part,	600
Gaspé, Que., Summerside, P.E.I.	South side Salutation Cove, P.E.I., Summerside, P.E.I.	Stranded.....	Total,	2,500
Summerside, P.E.I., Boston, U.S.A.	Salem, Mass.	Lost deck load of lath.....		
Diligent River, N.S., New York, U.S.A.	Vineyard Haven, Nantucket Shoals, U.S.A.	Lost foresail and stay sail.....		
St. John, N.B.....	Bedford Pool, North Atlantic	Ran aground.....		
Cape George, Souris, P.E.I..	Souris Cove, P.E.I.....	Stranded.....	Total,	458
Barbados, St. John, N.B....	Carribean Sea	Leaking.....	Part,	1,600
Weymouth, N. S., Magagui, R.R.	N. E. Georges Bay Atlantic	Lost part deckload.....	Part,	680
Jacksonville, Sackville, N.B.	Three Sisters Rocks, Bay of Fundy.	Stranded.....	Part,	12,500
Victoria, B.C., Victoria, B.C	56° 10' N. Lat. 166° 10' W. Long., Behring Sea.	Bulwarks washed away.....	Part,	1,500
Halifax, N. S., Port Pelpes- wick.	Split Rock Pt., N.S.....	Stranded.....	Part,	900

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STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.
1908.					
Feb. 17..	Mary E. Duff..... (121,885)	2	Lunenburg, N.S.....	Schr., wood, sail.....	90
1907.					
Sept. 25..	Mary E. Smith..... (112,119)	4	Lunenburg, N.S.....	Schr., wood, sail.....	99
1908.					
Jan. 26..	Matchless..... (93,319)	6	Gloucester, Mass., U.S.A....	Schr., wood, sail.....	73
1907.					
May 11..	May..... (103,022)	12	Parrsboro', N.S.....	Schr., wood, sail.....	12
Oct. 29..	Mayflower..... (116,553)	1	Maitland, N.S.....	Schr., wood, sail.....	132
Oct. 21..	May Flower.....	17	Lunenburg, N.S.....	Schr., wood, sail.....	60
1908.					
Feb. 1..	Mildred Robinson..... (200,011)	6	Boston, Mass., U.S.A.....	Schr., wood, sail.....	86
1906.					
Aug. 17..	Merino.....	28	Newfoundland.....	Schr., wood, sail.....	48
1907.					
Nov. 15..	Mersey..... (116,914)	3	Liverpool, N.S.....	Schr., wood, sail.....	192
June	Minnie T..... (61,578)		Sackville, N.B.....	Schr., wood, sail.....	99
1908.					
Mar. 8..	Montrose..... (121,897)	2	Shelburne, N.S.....	Schr., wood, sail.....	198
1907.					
Nov. 7..	Mooweena..... (121,794)		Yarmouth, N.S.....	Sloop, wood, sail.....	10
July 6..	Mount Royal..... (111,778)	5	Victoria, B.C.....	Sloop, wood, steam.....	296
Dec. 2..	Mount Temple..... (113,496)	6	Liverpool, G. B.....	Schr., steel, steam.....	6661
1906.					
July 20..	Myra B..... (96,748)	17	St. John, N.B.....	Schr., wood, sail.....	91
1908.					
Feb. 1..	N. N. Gray..... (112,318)	8	St. Andrews, N.B.....	Sloop, wood, sail.....	13
1907.					
Nov. 2..	Nancy Lee.....		London, G.B.....	F. & A. steam.....	1,802
May 9..	Nellie..... (107,607)	6	Weymouth, N.S.....	Schr., wood, sail.....	59
Sept. 17..	Neva..... (69,145)	32	Halifax, N.S.....	Schr., wood, sail.....	167

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months ending June 30, 1907-8.—*Continued.*

Port sailed from. — Port bound to.	Place where casualty happened.	Cause and Nature of Casualty.	Lives Lost.	Remarks.
Lunenburg, N. S., Port of Unknown..... Spain, Trin.		Has not been heard from...	7	\$ Total, \$12,750
Windsor, N.S., Sydney, C.B.	South Coast, Nova Scotia ..	Foundered.....		Total, 4,500
Gloucester, U. S. A., Fishing Banks.	Near Little Hope Light-house, N.S.	Lost stays and rigging.....		Part, 400
Noel, N. S., Windsor, N.S.	Economy, N.S., Minas Basin	Stranded.....		Part, 350
Windsor, N.S., Philadelphia, Pa.	South West Harbour, Maine U. S.A.	Ran ashore.....		Part, 200
Queensport, N.S., Crapaud, P.E.I.	Hallidays Cove, P. E. I., Gulf of St. Lawrence.	Stranded		Part, 1,500
Boston, Mass., Fishing Banks	Near Brazil, Rock Cape table, Atlantic.	Lost anchor and sails.....		Part, 200
St. John, N'fld, St. John, N'fld.	Mistaken Head, N'fld	Collision with <i>Wasis</i>		Part. 800
Sand Blast, New York .. .	Off Sand Hook, Atlantic Ocean.	Mainsail lost.....		Part. 300
, North Sydney, C.B.	North Sydney Harbour, C.B.	Collision with <i>Virginia Lake</i> .		Part, 400
St. Vincent, B. W. I., St. John's, N'fld.	Lat. 47° 15' Long. 52° 30' ..	Sails carried away in gale.....		
Port La Tour, N.S., Fishing Grounds.	Phœbe's Point, Port La Tour, N.S.	Stranded.....		Total.
Port Essington, B.C., Port Essington, B.C.	Ringbolt Island, Skeena River.	Stranded.....		Total 30,000
London, G.B., St. John, N.B.	West Iron Bound Island ..	Stranded.....		Part 125,000
St. John, N.B., Yarmouth, N.S.	Sail Rocks, West Quoddy Me. U.S.A.	Stranding		Total 800.
At anchor at Grand Manan, N.B.	North Head Grand Manan, Bay Fundy, N.B.	Driven ashore in gale.....		Total 400.
Queensboro, Manchester.....	Point Roche, Saguenay River, Que.	Grounded		
	Rooney's Point, N.S.....	Stranded.. .		Part.
Digby, N.S.; New York, U. S.A.	Roman Shoals, Sandy Hook.	Stranded.....		Part 3,500.

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STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.
1907.					
June 10..	New Dominion	24	Quebec, Que.....	Bgt., wood, sail.....	133
	(64,969)				
Dec. 15..	New Era.....	7	Liverpool, N.S.....	Schr., wood, sail.....	115
	(107,968)				
Aug. 28..	Nora Wiggins.....	19	Yarmouth, N.S.....	Bgt., wood, sail.....	470
	(90,687)				
Sept. 13..	North West.....	18	Vancouver, B.C.....	Wood, steam	388
	(122,366)				
Mar. 10..	Northwestern.....	18	Port Townsend, G.B.....	Schr., iron, steam.....	2,334
	(155,177)				
Oct. 19..	North Vancouver.....	7	Vancouver, B.C.....	Wood, steam	70
	(107,725)				
1906.					
Oct. 13..	Nova Zembla.....	23	Lunenburg, N.S.....	Schr., wood, sail.....	79
	(88,342)				
1907.					
Dec. 22..	Oceanic.....	3	Lunenburg, N.S.....	Schr., wood, sail.....	99
	(116,502)				
1904.					
Dec.	Olive Branch.....	27	Lunenburg, N.S.....	Schr., wood, sail.....	14
	(75,570)				
1907.					
Nov. 2..	Omega	16	Charlottetown, P.E.I.....	Schr., wood, sail.....	82
	(97,061)				
Apr. 15..	Omega	13	Windsor, N.S.....	Schr., wood, sail.....	199
	(100,743)				
1908.					
Jan. 25..	Onyx.....	18	Liverpool, N.S.....	Schr., wood, sail.....	99
	(85,553)				
1907.					
May 11..	Oreda.....	3	Lunenburg, N.S.....	Schr., wood, sail.....	16
	(118,500)				
July 26..	Orinoco.....	19	London, Eng.....	Schr., steel, steam.....	1,550
	(112,804)				
June 30..	Oriole.....	23	St. John, N.B.....	Schr., wood, sail.....	124
	(88,427)				
May 1..	Osberga	23	Maitland, N.S.....	Bque., wood, sail.....	1,116
	(83,280)				
June 25..	Oscar II.....	10	Stockholm, Norway.....	SS., steel, steam.....	2,247
Sept. 27..	Otter.....	7	Victoria, B.C.....	Schr., wood, steam.....	232
	(107,832)				
Jan. 11..	Palma.....	6	Lunenburg, N.S.....	Schr., wood, sail.....	249
	(111,716)				
1908.					
Mar. 21..	Pansy.....		St. John, N.B.....	Schr., wood, sail.....	76
	(72,316)				
1907.					
Nov. 7..	Parthenia	25	Port Medway, N.S.....	Schr., wood, sail.....	99
	(85,337)				

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and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels
months ending June 30, 1907-8.—*Continued.*

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
				\$
Isaac Harbour, Louisburg, C.B.	Round Island, Gabarouse, B., N.S.	Dragged anchors.....		Total 1,500.
Pt. Hastings, Clarks Har- bour, N.S.	Sandwich Point, Halifax Harbour, N.S.	Ran ashore.....		Total 5,300.
Gulf Port, Kingston, Ja....	North Thistle, Head Bay, Jamaica.	Stranded.....		
Port Essington, Hazelton, B. C.	Sheena River, B.C.....	Struck rocks		Pt. 11,000.
Seattle, U.S.A., Valdez....	60° 04' N. Lat., 148° 03' W. Long., Prince William Is- land.	Stranded.....		
Vancouver, B.C., Vancouver, B.C.	At wharf at Vancouver, B. C., Burrard Inlet.	Burnt.....		
Mabou, C.B., Port Dufferin, N.S.	South side of Mabou Har- bour, C.B.	Stranded.....		Pt. 300.
New York, U.S.A., Halifax, N.S.	Near Cape Nero, 43° 28' N. L., 65° 22' W. L., N.S.	Stranded.....		Total 15,500.
	Aspotogan	Broken up on shore		Total.
Richibucto, N.B., Sydney, N.S.	North Sydney Harbour, C. B.	Driven ashore.....		500.
Mass Point, Miss., Kingston, Jamaica.	Robertson Shoal, Carlisle Bay, Jamaica.	Stranded.....		1,500.
Shelburne, N.S., Barbados, B.W.I.	38° 21' Lat., 61° 16' Long....	Stress of weather.....	1	Total.
Voglers Cove, N.S., New London, P.E.I.	Hawbolts Cove, Beaver Har- bour, N.S.	Stranded.....		750.
St. John, N.B., Halifax, N.S.	Western part of Seal Island, N.S.	Stranded.....		Total, 225,000
St. Martins, N.B., New York, U.S.A.	Off Cape Elizabeth, N.B. .	Lost deck-load and sails.		
New York, U.S.A., Boston, Mass.	On voyage.....	Lost masts and sails.		
Waband, Nfld., North Syd- ney, N.S.	Flint Island, Atlantic Ocean	Stranded.....		Part, 20,000
Victoria, B.C., Ladysmith, B.C.	49° 3' N. Lat., 123° 42' W. Long., Stuart Channel, B.C.	Stranded.....		Serious.
St. Martins, D.W.T., New York, U.S.A.	Unknown.	Supposed to have foundered	7	Total, 11,200
Diligent River, St. John, N.B.	Diligent River, N.B. En- trance to Mines Channel, N.S.	Drifted on rocks.....		Total, 2,250
Shelburne, N.S., Liverpool, N.S.	Brooklyn, N.S., Liverpool Bay.	Stranded.....		Total, 2,540

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STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1907.					
April 17.	Peerless..... (85,371)	25	Yarmouth, N.S.....	Bkt., wood, sail.....	278
1908.					
Jan. 28.	Perry C..... (116,906)	2	Parrsboro, N.S.....	Schr., wood, sail.....	287
1907.					
Dec. 10.	Pilgrim..... (111,417)	7	Lunenburg, N.S.....	Schr., wood, sail.....	99
April 19.	Pors..... 1908)	1	Norway.....	Schr., steel, steam.....	343
Jan. 4.	Port Patrick..... (97,581)	18	Glasgow, G.B.....	Ship, steel, sail.....	1,595
1907.					
June 29.	Preference..... (100,738)	13	Windsor, N.S.....	Schr., wood, sail.....	243
June 8.	Prince George..... (110,003)	9	London, G.B.....	Schr., steel, steam.....	714
Aug. 7.	Prince Rupert..... (122,323)		Vancouver, B.C.....	—, wood, steam.....	8
Sept. 25.	Princess of Avon..... (117,165)	1	Windsor, N.S.....	Schr., wood, sail.....	88
Oct. 5.	Princess Beatrice..... (116,405)	4	Victoria, B.C.....	Schr., wood, steam.....	635
Oct. 18.	Princess Victoria..... (115,953)	5	London, G.B.....	Schr., steel, steam.....	428
Jan. 18.	Prosperity..... (107,547)	6	Yarmouth, N.S.....	Schr., wood, sail.....	378
June 30.	Prudent..... (94,741)	19	St. John, N.B.....	Schr., wood, sail.....	117
Oct. 14.	Queen City..... (103,482)	13	Victoria, B.C.....	Schr., wood, steam.....	144
Oct. 15.	R. N. B..... (57,732)	38	Windsor, N.S.....	Schr., wood, sail.....	37
June 26.	Raoul..... (122,485)		Quebec, Que.....	— wood, steam.....	42
Oct. 8.	Ravola..... (100,273)	15	Windsor, N.S.....	Schr., wood, sail.....	130
Oct. 22.	Republie..... (97,141)	72	St. Andrews, N.B.....	Schr., wood, sail.....	69
Nov. 7.	Rewa..... (100,511)	15	Parrsboro, N.S.....	Schr., wood, sail.....	123
Dec. 15.	Reynard..... (111,677)	6	Parrsboro, N.S.....	Bgtn., wood, sail.....	560
June 14.	Robert Ewing..... (100,516)	15	Parrsboro, N.S.....	Schr., wood, sail.....	399
1908.					
Mar. 28.	Roma..... (107,125)	9	Lunenburg, N.S.....	Schr., wood, sail.....	99
1907.					
Dec. 31.	Romeo..... (100,073)	17	St. John, N.B.....	Schr., wood, sail.....	111
May 20.	Ronald..... (116,328)	4	Parrsboro, N.S.....	Schr., wood, sail.....	268

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and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1907-8.—Continued.

Port Sailed from. — Port Bound to.	Place where Casualty Happened.	Cause and Nature of Casualty.	Lives Lost.	Remarks.
Port of Spain, Philadelphia..	Lat. 33° 1', Long. 71° 41', N. Atlantic.	Lost top gallant mast and sails.	1,000	88
Fall River, U.S.A., St. John, N.B.	Duck Island, Me., U.S.A.	Stranded.....	Total, 16,000	
Ingraham Docks, Providence, R.I.	West of Cape Sable.....	Lost deck-load.		
London, G.B., Sydney, N.S.	East of Scatarie Islands	Damaged by ice.....	200	
London, G.B., Portland, Ore,	1 Off Columbia Bar. 2 Off Grays Harbour, N. Pacific Ocean.	Collision, stranding.....	Part.	
Sydney, C.B., Chatham, N.B. ———, Boston, U.S.A.	Port Escuminac, N. B. Northumberland Straits. At D. R. A. Wharf, Yar mouth Harbour.	Stranded.....	Part, 2,000	
Vancouver, B.C., Vancouver, B.C.	Schelt, B.C., Schelt, B.C.	Run into by <i>Glanus</i> while in harbour.	Part, 4,200	
Hantsport, N.S., Boston, Mass.	Off Nahaut, Mass.....	Foundered	Total, 700	
Victoria, B.C., Wadham, B.C.	Lat. 51° 52' N., Long. 128° 35' W., River Iult, B.C.	Vessel turned turtle.		
Victoria, B.C., Vancouver, B.C.	Hospital Pt., Victoria Har- bour, B.C.	Struck unknown rock.		
Curacao, Mobile, U.S.A....	Lat. 15° 20' N., Long. 69° 30' W., Caribbean Sea.	Grounded.		
Bear River, N.S., Boston, Mass.	Off Seguin, 10 miles E. of Cape Ann.	Burnt.....		
Victoria, B.C., Vancouver, B.C.	Porlier Pass, Gulf Georgia.	Waterlogged and lost deck-load.	Part 630.	
Parrsboro, N.S., Canning, N.S.	Kingsport Beach, Minas Basin, N.S.	Struck port bilge.....	None.	
Quebec, Que., North Shore.	Pointe aux Pins, Isle aux Grues, St. Lawrence River	Stranded.....	Total 300.	
Stoneham, N.B., New Haven, Conn.	Vineyard Haven, Mass., U.S.A.	Foundered	Total 7,000.	
Port Greville, N.S., St. John, N.B.	Black River, N.B	Collision Schr. "Ella M. Storer."		
St. John, N.B., New York, U.S.A.	Stamford Harbour, Long Istd. Sound.	Stranded.....	Total 900.	
New York, U.S.A., San Fer- nando, B.W.I.	120 miles N.X.W. of Bar- bados.	Dragged ashore	Part 125.	
New York, Ciudad, Bolivia.	Bonjour Bank, Orinoco River.	Caught in hurricane.....	3,000.	
Lunenburg, N.S., Lahave, N.S.	Gaff Point, N.S., Lahave River.	Stranded.....	Total 12,500.	
Norwalk, Conn., St. John, N.B.	Off Point Judith, N.B.	Broke main boom.....	Part 1,000.	
Savla, Ja., New York.....	40 miles south of Hakua- Atlantic.	Lost sails.....	Part 800.	

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STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. — Iron or wood. — Steam or Sailing.	Register Tonnage.
1907.					
Sept. 6.	Ronald..... (116,328)	4	Bridgetown, Bar.....	Schr., wood, sail.....	268
1908.					
Jan. 9.	Ronald G. Smith..... (121,856)	2	Lunenburg, N.S.	Schr., wood, sail.	100
April 21.	Rossignol..... (126,032)	1	Liverpool, N.S.	Schr., wood, sail	199
1907.					
Mar. 4.	Rothesay..... (111,892)	3	Weymouth, N.S.	Schr., wood, sail.....	280
Oct. 8.	Rothesay..... (111,892)	3	Weymouth, N.S.	Schr., wood, sail.....	280
June 3.	Rowena..... (79,994)	7	St. John, N.B.	Schr., wood, sail	84
Aug. 19.	S. S. Hudson.....		U.S.A.	Schr., wood, sail.....	350
Oct. 7.	St. Olaf..... (116,321)	4	Parrsboro, N.S.	Schr., wood, sail.....	277
1908.					
Jan. 5.	St. Olaf..... (116,321)	4	Parrsboro, N.S.	Schr., wood, sail.....	277
1907.					
Sept. 8.	Santa Barbara..... (117,003)	7	San Francisco, Cal.	Schr., wood, steam.....	527
Nov. 21.	Sarah A. Townsend..... (88,438)	23	Halifax, N.S.	Schr., wood, sail.....	149
1906.					
Nov. 29.	Sarnation..... (63,844)	36	Glasgow, G.B.	Schr., iron, steam	2,041
1907.					
July 28.	Saturn..... (117,190)	1	Chatham, N.B.	Schr., wood, sail.....	10
Oct. 21.	Scepter.....	6	Gloucester, Mass.	Schr., wood, sail.....	91
1908.					
Jan. 3.	Sellasia..... (113,495)	6	St. John, N.B.	Schr., steel, steam	2,263
Jan. 6.	Senator Saulsbury..... (116,163)	30	Gloucester, Mass., U.S.A.	Schr., wood, sail.....	77
1907.					
July 1.	Senlæ..... (112,239)	3	St. John, N.B.	Schr., wood, steam	615
Oct. 8.	Shamrock.....		Halifax, N.S.	Schr., wood, sail.....	22
June 26.	Silver Light..... (107,767)	5	Charlottetown, P.E.I.	Schr., wood, sail.....	99
July 25.	Silver Star..... (116,555)	1	Maitland, N.S.	Schr., wood, sail.....	99
Aug. 18.	Silvia..... (91,855)	22	Liverpool, G.B.	Schr., iron, steam	1,086
Nov. 5.	Springfield..... (85,593)	25	St. John, N.B.	Wood, steam	147

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Port Sailed from — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost and saved.	Remarks.
St. John, N.B., New York U.S.A.	Nantucket Shoals, U.S.A.	Vessel touched shoals.....		48
St. Martins, B.W.I., Lunen- burg, N.S.	Lat. 31 N., Long. 68 W., Atlantic.	Leaking.....		Part 650.
Philadelphia, Liverpool, N.S.	55 miles S.W. from Cape Sable.	Lost bowsprit and sails.....		Part 300.
Plinque, San Domingue, New York.	South Atlantic Ocean.....	Lost rudder and sails.....		Part 2,000.
New York, Chatham, N.B..	Cape St. George, N.S., Northumberland Sts.	Foundered.....		Part 10,600.
St. John, N.B., Boston, U.S.A.	Gloucester, Mass.....	Lost jib and sails.....		
Liverpool, N.S., Elizabeth Pt., U.S.A.	Little Hope Light, U.S.A.	Burnt		Total.
New York, Wolfville, N.S..	Partridge Island, Minas Basin.	Stranded	Part,	1,200
Annapolis Royal, Cordinas, Cuba.	33° 30' Lat., 66° 29' Long, Atlantic.	Hurricane and cross sea.....		
Seattle, Wash., Valdez Isl., Ala.	Helen Point, Active Pass, B.C.	Stranded.....		Serious.
Port Hastings, Weymouth, N.S.	12 miles South, Country Harbour, N.S.	Lost some sails.....	Part,	500
London, G.B., Havre, St. John, N.B.	45° 10' Lat., 59° 45' Long....	Lost propeller blade.....	Part,	900
Caraquet, Fishing Grounds..	Big Shippigan Gully, Gulf St. Lawrence.	Foundered.....	Part,	200
Gloucester, Mass., Fishing Banks.	Scatarie Island, N.S.....	Stranded.....		Total.
Havre, Hamburg, The Tyne..	Hamburg.....	Main injector pipe burst.....		250
Gloucester, Mass., Browns Bank, N.S.	Browns Bank near Cape Sable Light.	Lost rudder.....	Part,	300
Halifax, N.S., St. John, N.B.	Meaghers Beach, Halifax Harbour.	Collision with Roseland.....	Part,	62,000
Magdalen Island, Que.....	Grindstone Cove, Gulf St. Lawrence.	Ran ashore.....		Partial.
Chatham, N.B.....	Miramichi River, N.B.	Sunk on bar.....	Total,	4,500
Calias, Me., Windsor N.S... N.S.	Boot Island, Minas Basin ..	Lost topmast.....	Part,	300
New York, N.Y., Halifax, N.S.	Vineyard Sound, U.S.A..	Collision.....	Part,	1,200
Hatfields Pt., N.B.....	The wharf at Hatfields Pt., N.B.	Burnt.....	Total,	7,350

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.
1908.		Yrs			
Feb. 5..	Springwood	11	Shelburne, N.S.....	Schr., wood, sail.....	98
	(103,783)				
April 9..	Steel Head.....	1	Vancouver, B.C.....	Wood, steam.....	14
	(126,078)				
Mar. 26..	Stella Maud.....	17	St. John, N.B.....	Schr., wood, sail.....	99
	(100,076)				
1907.					
Oct. 17..	Tartar	24	Southampton, G.B.....	Schr., iron, steam...	2,768
	(86,336)				
Nov. 7..	Tartar	15	Lunenburg, N.S	Schr., wood, sail.....	61
	(100,475)				
Oct. 15..	Temperance Bell.....	18	St. John, N.B.....	Schr., wood, sail.....	77
	(64,454)				
Nov. 25..	Temperance Bell.....	18	St. John, N.B	Schr., wood, sail.....	77
	(64,454)				
June 21..	Thistle	17	Victoria, B.C.....	Schr., wood, steam.....	161
	(94,819)				
Oct.	Thistle	17	Charlottetown, P.E.I.....	Schr., wood, sail.....	34
	(96,795)				
July 26..	Torata	18	Lunenburg, N.S	Schr., wood, sail.....	79
	(107,651)				
Apr. 1..	Trinidad	16	Windsor, N.S.....	Bkt, wood, sail.....	636
	(100,261)				
July 13..	Two Brothers.....	39	Charlottetown, P.E.I.....	Schr., wood, sail.....	26
	(75,895)				
Nov. 24..	Unity	3	Pictou, N.S.....	Schr., wood, sail.....	248
	(103,803)				
May 7..	Uranie	15	(French)	Schr., wood, sail	84
1908.					
Jan. 24..	Vadso	27	Victoria, B.C.....	Schr., steel, steam.....	698
	(124,077)				
Feb. 1..	Valkyrie	13	St. Andrews, N.B	Sloop, wood, sail	16
	(111,555)				
1907.					
Sept. 29..	Venturer	21	Liverpool, N.S.....	Schr., wood, sail.....	318
	(92,315)				
Nov. 14..	Vinita	3	Lunenburg, N.S	Schr., wood, sail.....	168
	(116,508)				
Oct. 5..	Volund	8	Bergen, Norway.....	Schr., steel, steam	671
July 11..	W. E. Stowe	32	Lunenburg, N.S	Bgt., wood, sail.....	160
	(69,214)				
1906.					
Dec. 27..	Wandrian	24	Parrsboro', N.S.....	Schr., wood, sail.....	311
	(85,617)				
Aug. 17..	Wasis	23	Pictou, N.S.....	Schr., iron, steam.....	255
	(84,457)				
1907					
Dec. 3..	Water Witch	2	Liverpool, N.S.....	Schr., wood, sail.....	190
	(122,023)				

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months ending June 30, 1907-8.—Continued.

Port Sailed from. — Port Bound to.	Place where Casualty happened.	Nature of Casualty.	Live lost.	Remarks.
Tuck Island, Lockport, N.S.	37° 32' Lat., 66° 41' Long, N. Atlantic.	Lost some sails.....		\$
Vancouver, B.C., Essington, B.C.	Paisley, B.C., Howe Sound, B.C.	Burnt.....		Total.
Wickford, R.I., St. John, N.B.	Great Ledge, Woods Hall..	Stranded.....		
Vancouver, B.C., Kobi, Japan	Sand Head Light-ship, Gulf Georgia.	Collision with <i>Charmer</i>		
Richibucto, N.B., Sydney, C.B.	Richibucto Harbour, Gulf St. Lawrence.	Vessel ran ashore		Total, 2,700
St. John, N.B., Boston, U.S.A.	Governors Island, Boston Harbour.	Collision with <i>Symra</i>		
St. John, N.B., Boston, Mass.	7 miles off Bliss Harbour...	Ran ashore.....		
Victoria, B.C., Victoria, B.C.	7 miles north of Pine Island Light, Queen Charlotte Sound.	On fire, burnt... .		10,000
Wycocomagh, Glace Bay, N.S.	Black Rock Light, C.B.....	Stranded.....		Total.
Bay St. George, Nfld., Red Bay, Labrador.	Cape Harrison, Gulf St. Lawrence.	Stranded.....		Part, 1,200
New York, Santa Cruz, New York.	27° N. Lat., 79° W. Long., Atlantic.	Waterlogged and dismasted		Total.
Port Hood, Rustico Harbour.	Eastern Flats, Rustico Har.	Stranding		Total, 463
Newcastle, N.B., New York, U.S.A.	25 miles east of Highland Light, Cape Cod.	Lost deckload.....		
St. Pierre, Miq., Queensport, N.S.	On Brodies Ledge at Queens- port, N.S., Chedabucto Bay, N.S.	Stranded.....		Part, 1,000
Victoria, B.C., Port Simpson, B.C.	49° 42 N. Lat., 124° 52 W. Long., Gulf Georgia.	Stranded....		Part, 6,500
At anchor in Grand Manan..	North Head, Grand Manan, Bay Fundy.	Stranded		Total, 700
Port Johnson, St. John; N.B.	West Chop, N.B.....	Stranded		
New York, U.S.A., St. John, N.B.	40 mls. S.E. by E., Thatchers Island, Mass., U.S.A.	Foundered.....		Total, 9,000
Windsor, N.S., New York, U.S.A.	Blomedon Shore, Minas Basin, N.S.	Stranded.....		Total, 12,200
Lunenburg, N.S., San Juan, Port Ric.	San Juan, West Indies.....	Stranded.....		Total, 14,200
Walton, N.S., New York, U.S.A.	Little River, Maine.....	Stranded.....		Part, 2,500
North Sydney, N.S.....	Mistaked Point, Nfld	Collision with <i>Merino</i>		No damage.
Philadelphia, St. Johns, Nfld.	Halifax, N.S.....	Sprung a leak... ..		Part, 1,200

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STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry,	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.
1907.					
May 20..	Wattie C.....(85,598)	24	St. John, N.B.....	Schr., wood, sail.....	160
Oct. 24..	Winifred.....(121,882)	2	Lunenburg, N.S.....	Schr., wood, sail.....	99
Dec. 9..	Yarmouth.....(93,373)	20	Yarmouth, N.S.....	Schr., steel, steam	725
July 27..	Yarmouth.....(93,373)	20	Yarmouth, N.S.....	Schr., steel, steam	725
Aug. 8..	Yankee.....(107,341)	6	Yarmouth, N.S.....	Wood, steam	3

Number of vessels.....	304
" tons (net).....	123,203
" lives lost.....	38
Damage	\$1,229,716

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Port Sailed from. — Port Bound to.	Place Where Casualty Happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
Bear River, N.S., Boston, Mass.	30 miles E.N.E. of Cape Ann.	Lost foretop mast.....		66
Bathurst, N.B., Philadelphia.	Vineyard Haven, Mass., U.S.A.	Lost portion of deckload		
Digby, N.S., St. John, N.B.	Beach Point, N.B.	Stranding	Part,	50,000
.....	Near Yarmouth, N.S.	Broke propeller blade.....		
Yarmouth, N.S., Tusket Is., N.S.	Whales Back Ledge, Lo- berta Bay.	Stranded.....	Total,	

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STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

INLAND

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged.			Register Tonnage.	
				Iron or wood.				
				Steam or Sailing.				
1905.								
Oct. 22..	Annie Minnes	24	Port Hope, Ont.....	Schr., wood, sail.....			156	
	(83,413)							
Nov. 7..	Clifford Sifton.....	5	Victoria, B.C.....	Barge, wood.....			184	
	(107,528)							
Aug. 19..	D. A. Gordon	3	Wallaceburg, Ont.....	Wood, steam			94	
	(116,482)							
Sept. 19..	Melbourne.....	12	Port Stanley, Ont.....	Wood, steam			540	
	(94,715)							
Oct. 20..	Minnedosa.....	15	Montreal, Que.....	Schr., wood, sail.....			1,041	
	(94,884)							
Sept. 9..	Ripple	20	Chatham, Ont.....	Tug, wood, steam.....			11	
	(90,522)							
July 29..	Argyle.....	6	Picton, Ont.....	Wood, steam.....			700	
	(94,926)							
Oct. 29..	Lakefield.....	1	Peterboro, Ont.....	Wood, steam			43	
	(11,883)							
Oct. 3..	Annandale	26	Kingston, Ont.....	Schr., wood, sail			180	
	(72,525)							
1904								
Oct. 13..	Argo.....	1½	Ottawa, Ont.....	Wood, steam			75	
	(116,866)							
1898								
Mar ...	Dominion.....	8	Chatham, Ont.....	Wood, steam			94	
	(9,526)							
1905								
Nov. 27..	Monkshaven	23	Glasgow, G.B.....	Schr., iron, steam			870	
	(86,632)							
Nov. 28..	Oliver Mowatt	17	Bowmanville, Ont.....	Wood, sail.....			165	
	(92,384)							
Oct. 19..	Siberia.....	23	Furjord, Nor.....	Wood, steam				
Nov. 4..	Surprise.....	12	Sault Ste Marie.....	Wood, steam			11	
	(96,819)							
June 7..	Grace M.....	7	Lorraine, Ohio.....	Steam, tug				

Number of vessels	16
" tons (net)	4,172
" lives lost	12
Damage	152,460

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and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels
months ending June 30, 1907-8.—Continued.

WRECKS, 1905-1906.

Port Sailed from. — Port Bound to.	Place Where Casualty Happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
Charlotte, Picton, Ont	3 miles south of False Ducks Lake, Ont.	Struck by squall.....	1	Part, 760 \$
None.....	Sunnydale Slough, Yukon River.	Collision with SS. <i>Sarah</i>		Total, .
.....	At dock in Port Arthur, Ont.	Burnt.....		Part, 6,000
Hamilton, Ont., Toronto, Ont., Montreal, Que.	N. E entrance to Murray Canal.	Burnt.....		Total,
Kingston, Ont., Ft. William, Kingston, Ont.	8 miles N.E. Harbour Beach, Lake Huron.	Foundered.....	9	Total,
Red Bay, Pike Bay, Stokes Bay, Ont.	2 miles S.E. Loyal Island Light House, Geo. Bay.	Foundered.....		Total, 1,200
Toronto, Ont., Oshawa.....	Corbett's Point, Lake Ontario.	Stranded.....		Part, 15,000
.....	Deer Bay, Ont.	Burnt.....		Total, 5,800
Kingston, Ont., Oswego, N.Y.. Kingston, Ont.	Charity Shoal, Lake Ontario.	Stranded		Total, 2,000
Kippewa, Turtle Portage, North River.	North River.....	Fire in cargo of hay.....		Total, 5,000
.....	Port of Chatham, Ont.....	Crushed by ice.....		Total, 400
Sault Ste Marie, Ont., Fort William, Ont.....	On Angus Island, Thunder Bay, Lake Superior.	Stranded		Total, 75,000
Toronto, Ont., Oswego, Bowmanville.	2 miles E. of Oswego Harbour, Lake Ontario.	Stranded		Part, 2,000
Duluth, Buffalo.....	Buff Bar, Long Point, Lake Erie.	Sprang a leak and was beached		Total, 35,000
Coasting.....	Cooks Bay, Lake Huron..	Burnt		Total, 1,500
Lorraine, Ohio.....	About 6 miles from Middle Island, Lake Erie.	Collision C. G. S. <i>Vigilant</i> (Sunk)	2	Total, 2,800

9-10 EDWARD VII., A. 1910

STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

INLAND

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or wood. Steam or Sailing.	Register Tonnage.
1906.					
Mar. 18.	Sovereign..... (94,887)	16	Montreal, Que.....	Steel, paddle.....	324
1906.					
Oct. 17.	Canada No. 2..... (111,911)		Toronto, Ont.....	Barge, wood.....	85
1906.					
April 23.	F. H. Prince.....	16	U. S. A	Wood, steam.....	1,547
" 30.	Clipper..... (116,260)	3	Toronto, Ont.....	Wood, steam.....	29
Mar. 30.	Kaministiquia..... (90,571)	20	Port Arthur, Ont.....	Wood, steam.....	79
May 22.	Midland Queen..... (110,991)	6	Toronto, Ont.....	Wood, steam.....	1,349
1905.					
Nov. 7.	Creole..... (103,675)	9	Toronto, Ont.....	Wood, steam.....	14
1906.					
May 31.	Erin..... (83,142)	24	St. Catharines, Ont.....	Wood, steam.....	411
April 25.	The Iroquois..... (111,855)	3	Toronto, Ont.....	Schr., wood, steam.....	1,452
" 26.	Cobourg..... (103,955)	9	Montreal, Que.....	Bge., wood, sail.....	607
1904.					
June 13.	Joe Milton.....		Port Stanley, Ont.....	Wood, steam.....	67
1906.					
June 13.	Huronie..... (107,168)	5	Collingwood, Ont.....	Iron, steam	2,211
1905.					
Oct. 20.	Signal..... (103,577)	10	Collingwood, Ont.....	Wood, steam.....	64
1906.					
Aug. 8.	Erindale..... (107,598)	39	Whitby, Ont.....	Wood, steam.....	444
" 24.	Reuben Dowd..... (100,305)	23	Windsor, Ont.....	Schr., wood, sail.....	308
" 26.	Princess..... (78,006)	24	Winnipeg, Man.....	Wood, steam	229
" 31.	Cavalier.....	39	Quebec, Que	Schr., wood, sail.....	268
Sept. 14.	Dundurn..... (112,207)	25	Hamilton, Ont.....	Wood, steam.....	771
" 25.	Columbian..... (10,709)	8	Victoria, B.C.....	Wood, steam.....	445
Aug. 28.	Dundurn..... (112,207)	25	Hamilton, Ont.....	Wood, steam	771
Sept. 8.	Rosemount..... (103,565)	2	Montreal, Que.....	Steel, steam.....	989

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and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels
months ending June 30, 1907-8.—*Continued.*

WRECKS, 1906-07.

Port Sailed from. — Port Bound to.	Place where Casualty Happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
.....	Winter quarters at Lachine, Que.	Burnt.....	.....	Total.
.....	3 miles east of Toronto Har- bour.	Went to pieces during a storm.	.....	Total.
Ogdensburg, N.Y., Chicago, Ill.	In locks in Welland Canal.	Collision with S.S. <i>Fair- mount</i>.	.....	Part, 200
Midland, Ont., French River	Bustard Islands, Georgian Bay, Lake Huron.	Sprung a leak and sank....	3	Part.
.....	Lying in winter quarters at Port Arthur, Ont.	Burnt.....	.....	Total, 8,000
Fort William, Port Huron, Kingston, Ont.	Port Colborne, Lake Erie, Ont.	Stranded.....	.....	No damage.
Midland, Ont., Old Fort, Wye River.	Mouth of Wye River, Geor- gian Bay.	Burnt.....	.....	Total.
Cleveland, Algoma Mills....	St. Clair River, 1 mile south of Courtright.	Run down by steamer <i>John B. Cowle</i> .	5	Total, 25,000
Fort William, Dépôt Har- bour.	Soo River, Mich., U.S.A....	Stranded.....	.....	Part, 20,000 Cargo, 1,360
Kingston, Ont., Montreal, Que.	Entrance to lock 18 Corn- wall Canal.	Collision with canal bank.	.....	Slight.
Wiarton, Ont., Killarney, Ont., Owen Sound, Ont.	Papoose Isld., Georgian Bay	Burnt .....	.....	Total, 8,600
Port Arthur, Sarnia, Ont....	Soo River, Ont.....	Stranded .....	.....	No damage.
Blind River, Owen Sound, Midland.	.....	Burnt .....	.....	Total.
Toronto, Ont., Bowmanville, Newcastle.	Newcastle, Ont.....	Burnt.....	1	Total, 20,000
Toronto, Ont., Fairhaven, U.S.A., Toronto, Ont.	Toronto Bay, Ont.....	Stranded.....	.....	Total, 6,000
Selkirk, Poplar Point, Sel- kirk.	About 8 miles N. W. of Swampy Island, Man.	Foundered.....	6	Total, 22,247
Tobermory, Sarnia, Ont.....	Chantry Island, Lake Huron	Foundered.....	.....	Total, 2,500
Montreal, Que., Hamilton, Ont.	St. Emmanuel Bridge, Sou- langes Canal, Que.	Collision with barge <i>Corn- wall</i>.	.....	No damage.
White Horse, Y.T., Dawson, Y.T.	Eagle Rock, Yukon River..	Fire following explosion...	2	Total, 70,000
Hamilton, Montreal.....	Cote St. Paul, La chine Canal, Que.	Collision with lock.....	.....	No damage
Kingston, Buffalo, Fort Wil- liam.	Merrill Shoal, Lake Huron	Stranded.....	No damage.

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STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.
1907.					
Nov. 17..	Theano.....	16	Newcastle, G.B.....	Schr., steel, steam.....	1175
Sept. 27..	Ottawan..... (116,650)	2	Ottawa, Ont.....	Steel, steam.....	157
Sept. 21..	Beaver..... (107,782)	7	Ottawa, Ont.....	Wood, steam.....	8
April 22..	Pilot..... (111,579)	5	Toronto, Ont.....	Wood, steam.....	48
Nov. 11..	Quebec..... (111,663)	5	Montreal, Que.....	Schr., iron.....	989
Sept. 27..	Maude.....	35	Montreal, Que.....	Wood, steam.....	144
Nov. 22..	Resolute..... (88,241)	23	Deseronto, Ont.....	Schr., wood, steam.....	227
Dec. 2..	C. Hickox..... (103,817)	20	Belleville, Ont.....	Sloop, wood, steam.....	140
Dec. 4..	Golspie..... (112,204)	24	Hamilton, Ont.....	Wood, steam.....	709
Nov. 28..	Queen of the Lakes .. (77,626)	53	Kingston, Ont.....	Schr., wood, sail.....	190
Dec. 6..	Monarch..... (96,843)	16	Sarnia, Ont.....	Steel, steam.....	1372
Nov. 13..	Seguin..... (94,763)	15	Owen Sound, Ont.....	Steel, steam.....	556
Nov. 8..	Strathmore..... (116,813)	35	Cobourg, Ont.....	Wood, steam.....	729
Sept. 5..	A. Seaman..... (71,244)	33	Toronto, Ont.....	Wood, steam.....	52

INLAND

1907.	Skylark..... (51,689)	40	Toronto, Ont.....	Tug, wood, steam.....	37
1906.					
Dec. 8..	Fairmount..... (112,276)	3	Montreal, Que.....	Steel, steam.....	1184
Nov. 13..	Highland Beauty..... (72,996)	30	Toronto, Ont.....	Schr., wood, sail.....	58
1905.					
Nov. 10..	Assiniboia..... (116,984)	4	Kenora, Ont.....	Wood, steam.....	41
1907.					
June 10..	Cornwall..... (94,889)	16	Montreal, Que.....	Barge, wood, sail.....	586
1906.					
Dec. 6..	Wawanosh.....	33	Sarnia, Ont.....	Schr., wood, sail.....	370
1907.					
June 26..	Batchewana	26	Sault Ste. Marie, Ont.	Wood, steam.....	674
1906.					
Oct. 27..	Vienna.....	35	Bowmanville, Ont.....	136

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and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels months ending June 30, 1907-8.—Continued.

Port Sailed from. Port Bound to.	Place Where Casualty Happened.	Cause and Nature of Casualty.	Lives Lost.	Remarks.
Sault Ste. Marie, Ont., Fort William, Ont.	Tow Bridge Isld., 3 miles east of Thunder Cape, Ont.	Stranded.....		Total, 100,000
Montreal, Que., Ottawa, Ont.	Hudson, Que., Ottawa River.	Collision with SS. <i>Maude</i>	Part, 750	
.....	On C. P. Ry. being transported between Snake Creek and Kippewa Jctn.	Burnt.....		Total, 1,200
Kingston, Ont., Charlotte, N.Y., Prescott, Ont.	In Parry Sound Harbour, Georgian Bay.	Blown up by explosion of acetylene gas buoys.	1 Part,	4,000
Papineauville, Carillon, Montreal.	Off Charlotte, N. Y., U.S.A., Lake Ontario.	Stranded.....		No damage.
Erie, Pa., U.S.A., Port Dal-housie, Toronto, Ont.	Opposite Hudson, Que., Ottawa River.	In collision with <i>Ottawan</i>	3 Total.	
Oswego, N. Y., U. S. A., Belleville, Ont.	Toronto Bay, Lake Ontario.	Stranded.....	6 Total,	6,500
Fort William, Pt. Edward, Ont.	Main Ducks, Lake Ontario.	Burnt and stranded.....		Total, 8,000
Charlotte, N.Y., U.S.A., Kingston, Ont.	Near Michipicoten, Lake Superior.	Stranded.....		Total, 37,000
Port Arthur, Sarnia, Ont....	9 miles N.E. Sodus Pt. Light., Lake Ontario.	Foundered.....		Total, 3,200
Cutler, Ont., Tonawanda, N.Y.	Royal Isl., Mich., Lake Superior.	Stranded.....	1 Total,	175,000
Fort William, Ont., Port Stanley, Ont.	Pt. Huron, St. Clair River..	Collision.....		
Wiarton, Ont., Wiarton, Ont.	Michipicoten Isld	Foundered.....		Total, 47,500
Damages.....	Cape Croker, Ont	Burnt.....		Total, 8,000
Number of vessels.....			35	
" tons (net).....			18,960	
" lives lost.....			28	
Damages.....			\$ 575,057	

WRECKS, 1907-08.

Port Colborne, Port Stanley.	Port Maitland, Ont., Lake Erie.	Stranded.....		
Fort William, Kingston, Ont.	7 Achet Shoal, Lake Ontario	Stranded.....		
Kingston, Ont., Cape Vincent	Cape Vincent breakwater ..	Foundered.....	Total,	5,700
.....	Cedar lake, at mouth of the Saskatchewan river.	Lost.....		Total.
Charlotte, N.Y., Kingston, Ont., Montreal, Que.	Brockville, St. Lawrence river.	Grounded on shoal.....		
Sarnia, Ont., Sarnia, Ont...	Sewells light, Lake Huron..	Stranded.....	Part,	8,000
Fort William, Ont., Sault Ste. Marie.	Copper Mine Point, Lake Superior.	Burnt.....	Total,	25,900
Sarnia, Spanish River.....	Thunder Bay Island, Lake Huron.	Foundered.....	Total,	1,500

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STATEMENTS of Wrecks and Casualties reported as having occurred to British, Canadian
in other waters, for the twelve

Date of Casualty.	Name of Ship.	Age of Ship. Yrs	Port of Registry.	How Rigged. — Iron or Wood. — Stoam or Sailing.		Register Tonnage.
1907.						
July 3..	Acacia.....	10	Hamilton, Ont.....	Wood, steam.....		72
	(100,395)					
Oct. 7..	Erie Stewart.....	33	Port Dover, Ont	Schr., wood, sail		230
	(71,131)					
July 30..	F. L. Danforth.....	35	St. Catharines, Ont.....	Barge, wood, sail.....		643
	(97,011)					
Sept.	Hardy.....	2	Toronto, Ont.....	Dredge, wood, sail		63
	(122,341)					
Aug. 14..	Oglby.....	11	(American).....	Steel, steam		3019
Oct. 7..	Ontario.....	40	Goderich, Ont.....	Schr., wood, sail		150
	(77,775)					
Aug. 15..	Orion.....	34	Quebec, Que.....	Wood, steam		311
	(100,031)					
July 23..	Pollux.....	3	(Norwegian).....	4 masts, steel, steam.....		780
July 14..	Sitarah.....	4	(Not registered).....	Ketch, wood, steam.....		45
Oct. 16..	Case.....		(American).....	Wood, steam		1901
Aug. 30..	Geo. N. Orr	10	(American).....	Steel, steam		2280
Oct. 7..	Henry Plumb.....		(American).....	Wood, steam.....		
" 7..	Montreal.....	50	Montreal, Que.....	Wood, barge.....		337
" 11..	Fred Pabst.....		(American).....	Wood, steam.....		1926
Sept. —..	Samuel J. Christian.....	40	"	Wood, steam.....		32
May 9..	Volunteer.....	23	Hamilton, Ont.....	Schr., wood, sail		197
	(71,062)					
Nov. 23..	Escort.....	13	St. Catharines, Ont.....	Wood, steam.....		27
	(97,010)					
Oct. 27..	Lurline.....	19	Windsor, Ont.....	Schr., wood, steam.....		40
	(90,780)					
Sept. 29..	Metamora.....	43	Midland, Ont.....	Wood, steam.....		152
	(51,668)					
Oct. 29..	City of Grand Rapids.....	29	Sarnia, Ont.....	Wood, steam.....		196
	(116,955)					
July 17..	Dauntless.....	7	Lindsay, Ont.....	Wood, steam.....		2
	(107,874)					
1906.						
July 21..	Maple Leaf.....	4	Hamilton, Ont	Wood, steam		21
	(100,407)					
1907.						
Nov. 5..	Onandaga	29	Prescott, Ont	Wood, barge		320
	(80,913)					
Sept. 27..	Wahcondah.....	4	Port Glasgow, G.B.....	Steel, steam		996
	(102,577)					
June 7..	Heather Belle	11	Winnipeg, Man.....	Wood, steam		14
	(103,657)					
Sept. 7..	Thomas Free Battle.....	6	St. Catharines, Ont.....	Wood, steam		19
	(107,946)					
Number of vessels.....					34	
" tons (net).....					16,859	
" lives lost.....					2	
Damage.....					\$340,970	

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and Foreign Sea-going Vessels in Canadian Waters and to Canadian Sea-going vessels
months ending June 30, 1907-8.—Continued.

Port Sailed from. — Port Bound to.	Place Where Casualty Happened.	Cause and Nature of Casualty.	Lives Lost.	Remarks.
				\$
Hamilton, Ont., Hamilton, Ont.	Hamilton, Lake Ontario....	Burnt.....	Part,	1,120
Port Dover, Parry Sound....	Southampton harbour.....	Struck pier	Total.	
Pentacost, Que., Cape Vin- cent, N.Y.	Pentacost river.....	Foundered.....	Total,	7,000
.....	Filtering basin, Burlington Beach, Ont.	Burnt.....	Part,	3,000
Buffalo, N.Y., U.S.A....	Point Abino, Ont., Lake Erie.	Stranded.....	Total,	225,000
Chatham, Providence Bay....	S. side mouth of Saugeen river, Lake Huron.	Stranded.....	Part,	1,600
Escoumains, Que., Oswego, N.Y., U.S.A.	1½ miles W. of Calf Island, Lake Ontario.	Stranded.....	Part,	7,000
Cleveland, O., U.S.A., Que- bec, Que.	Entrance to Galops canal, Ont.	Stranded.....	Serious.	
.....	Toronto Harbour, Young St. slip.	Burnt. Gasolene exploded.	Total loss.	
Buffalo, N.Y., U.S.A., Detroit, Mich., U.S.A.	Head of Bois Blanc, Detroit river, Canada.	Grounded	Slight injury.	
Chicago, Ill., U.S.A., Dépôt Harbour, Ont.	N.W. + N. ½ N. 1 mile from Hope Isld., Georgian Bay.	Stranded.....	Part,	24,000
Ogdensburg, N.Y., U.S.A., Prescott.	Ferry dock, Prescott, Ont.	Collision with barge Mont- real.	Part,	700
.....	" "	Collision with ferry steamer <i>Henry Plumb</i> .		
Buffalo, N.Y., U.S.A.	River St. Clair, Ont.....	In collision with SS. <i>Lake</i> <i>Huron</i> .		
Detroit, Mich, U.S.A., Am- herstburg.	Detroit River, Ont.....	Burnt	Total,	10,000
.....	Lanoriae, Que.	Sunk while loading.....	Total,	750
.....	7 miles N.E. Port Dalhousie, Ont., Lake Ontario.	Collision with American schr. <i>Ben Harrison</i> .	2 Part,	6,000
Windsor, Ont., Sarnia, Ont.	Goderich Harbour, Ont....	Ran on cribwork.....	Total.	
Midland, Ont., Byng Inlet, Ont.	Shawanagi Bay, Georgian Bay, Ont.	Ran on a rock and burnt	Total.	
Wiarton, Ont., Providence Bay, Ont.	Georgian Bay, Ont.....	Burnt	Total,	10,000
.....	.....	Burnt	Total.	
Portage, Ont., Baysville, Ont.	Baysville, Ont.....	Burnt	Total.	
.....	Off Stoney Point, U.S.A., Lake Ontario.	Foundered.....	Total.	
Eort William, Ont., Kingston, Ont.	In the Welland Canal, Ont.	Struck	Part,	3,000
.....	Lake of the Woods, Ont....	Burnt	Total,	1,600
Port Colborne, Ont., Port Maitland, Ont.	Port Maitland, Ont.....	Burnt	Total.	

APPENDIX No. 45.

LIST of Certificates of Service issued to Masters and Mates of Inland and Coasting Vessels during the twelve months ended March 31, 1908.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1908.					\$ cts.
3405	Jan. 10..	Philias Desmairais.....	Master....	Notre Dame de Pierre-ville, P.Q.....	Quebec, Que.....	8 00
3406	" 10..	David Tousignant.....	"	Montreal, P.Q.....	" "	8 00

LIST of Sea-going Certificates of Competency issued to Masters, Mates and Second Mates during the twelve months ended March 31, 1908.

3706	April 8.	Albert G. Hermanson	Mate....	St. John, N.B.....	St. John, N.B.....	8 00
3707	" 8.	Lowry Mitchell.....	2nd Mate.	Jeddore, N.S.....	Halifax, N.S.....	8 00
3708	" 8.	Edwin M. Dexter.....	"	Liverpool, N.S.....	Yarmouth, N.S.....	8 00
3709	" 22.	John Angus Macdonald	Mate....	St. John, N.B.....	St. John, N.B.....	8 00
3710	" 22.	Edgar Pelletier.....	"	L'Islet, P.Q.....	Ottawa, Ont.....	8 00
3711	" 22.	Leonidas Lemieux.....	"	" "	" "	8 00
3712	May 2.	Hiram C. Mitchell.....	2nd Mate.	Jeddore, N.S.....	Yarmouth, N.S.....	8 00
3713	" 2.	John Lewis Jones.....	"	Vancouver, B.C.....	Victoria, B.C.....	8 00
3714	" 2.	Sidney Herbert Atkinson	"	Hull, Yorkshire, Eng.....	" "	8 00
3715	" 2.	Andrew Chalmers.....	"	Perth, Scotland.....	Yarmouth, N.S.....	8 00
3716	" 2.	Walter B. McCarthy.....	"	Halifax, N.S.....	" "	8 00
3717	" 20.	John Dixon.....	"	St. John, N.B.....	" "	8 00
3718	" 27.	Walter B. Bethell.....	Mate....	Halifax, N.S.....	Halifax, N.S.....	8 00
3719	" 27	John Wilson Calderwood	2nd Mate.	"	" "	8 00
3720	June 4.	Donald McDonald.....	Mate....	Victoria, B.C.....	Victoria, B.C.....	8 00
3721	" 4.	Benjamin James Roberts	Master....	Pt. Gamble, Wash. U.S.A	" "	15 00
3722	" 22.	Peter Laureate Lachance	Mate....	Quebec, Que.....	Quebec, Que.....	8 00
3723	" 27.	Peter Nicholson.....	Master....	South Shields.....	Yarmouth, N.S.....	15 00
3724	July 6.	William F.S. Flowerdew	2nd Mate.	Stockport, Eng.....	Victoria, B.C.....	8 00
3725	" 6.	William John McCall.....	"	Vancouver, B.C.....	" "	8 00
3726	" 6.	Arthur Ambrose Atkins	Mate....	London, N., Eng.....	" "	8 00
3727	" 6.	Clifford A. Nickerson.....	Master....	Barrington, N.S.....	Yarmouth, N.S.....	15 00
3728	" 6.	Newton H. Dill.....	2nd Mate.	Avondale, N.S.....	" "	8 00
3729	" 17.	Claude R. D. Hadley.....	"	Halifax, N.S.....	Halifax, N.S.....	8 00
3730	" 22.	Harry Wallis.....	Mate....	Yarmouth, N.S.....	Yarmouth, N.S.....	8 00
3731	Aug. 7.	Fredk. Jas. Brewis.....	"	Gateshead, Eng.....	Victoria, B.C.....	8 00
3732	" 7.	George E. Grievson.....	2nd Mate.	Sunderland, Eng.....	" "	8 00
3733	Sept. 12.	Grey B. Leonard.....	"	St. John, N.B.....	Yarmouth, N.S.....	8 00
3734	" 26.	Edrie E. H. Starling.....	"	Cambridge, Eng.....	Victoria, B.C.....	8 00
3735	" 26.	Arthur F. Cummins.....	Mate....	Cheshire, Eng.....	" "	8 00
3736	" 26.	Wilfred Lockhart.....	2nd Mate.	Hantsport, N.S.....	Yarmouth, N.S.....	8 00
3737	" 26.	John F. Welch.....	Mate....	Yarmouth, N.S.....	" "	8 00
3738	" 26.	Charles Thomas Styans.....	2nd Mate.	San Francisco, U.S.A	Victoria, B.C.....	8 00
3739	Oct. 22.	Gordon Wm. Knight.....	Mate....	Dover, Eng.....	Victoria, B.C.....	8 00
3740	" 22.	Arthur M. Phinney.....	"	Parrsboro, N.S.....	Yarmouth, N.S.....	8 00
3741	Nov. 4.	David Davies Richards	2nd Mate.	Cardiff, Wales.....	Victoria, B.C.....	8 00
3742	" 4.	William H. Donkin.....	Mate....	New Castle-on-tyne, Eng	" "	8 00
3743	" 15.	Alfred Stableford.....	"	Louisburg, C.B.....	Halifax, N.S.....	8 00
3744	" 15.	Alfred Pearson.....	"	Boston, Mass.....	" "	8 00
3745	" 20.	Stuart M. Holmden.....	2nd Mate.	Ottawa, Ont.....	Ottawa, Ont.....	8 00
3746	" 20.	William D. Darling.....	Mate....	Selkirk, Scotland.....	Vancouver, B.C.....	8 00
3747	" 23.	Hans Peter Christiansen	2nd Mate.	Halifax, N.S.....	Halifax, N.S.....	8 00
3748	" 23.	Henry William Johnston.....	"	Henni Hill.....	Vancouver, B.C.....	8 00
3749	Dec. 2.	James McKenzie.....	Master....	Auckland, N.Z.....	" "	15 00
3750	" 7.	Richard Wm. Partington	2nd Mate.	Vancouver, B.C.....	Victoria, B.C.....	8 00
3751	" 7.	Aubrey St. Clair Allen	Master....	Yarmouth, N.S.....	Yarmouth, N.S.....	15 00
3752	" 7.	Thomas Alex. Howard.....	"	New York, U.S.A.....	" "	15 00

SESSIONAL PAPER No. 23

LIST of Certificates of Competency issued to Masters and Mates of Inland and Coast-
ing Vessels during the twelve months ended March 31, 1908.

Number of Certificate	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1907.					\$ cts.
3753	Dec. 17..	Charles W. Whidden.	Mate....	Yarmouth, N.S.....	Yarmouth, N.S.....	8 00
3754	" 17..	Zacharie E. Porter.....	Master....	"	"	15 00
3755	" 17..	Francis Edgar Derham	Mate....	Boston, Mass.....	"	8 00
	1908.					
3756	Jan. 4..	Newton A. Wilkie.....	Mate....	Lahave, N.S.....	Victoria, B.C.....	8 00
3757	" 4..	Alfred Joint.....	"	London, Eng.....	Victoria, B.C.....	8 00
3758	28..	George Enos Mader.....	Master....	New Orleans, La., U.S.A	Yarmouth, N.S.....	15 00
3759	" 28..	Daniel L. Rafuse.....	"	Yarmouth, N.S.....	"	15 00
3760	" 28..	Robert J. Blair.....	2nd Mate.	Karsdale, N.S.....	"	8 00
3761	Feb. 20..	Ambrose Landry.....	Mate....	Carleton, Que.....	Halifax, N.S.....	8 00
3762	" 20..	Robert Winter.....	Mate....	Avelon Road, Eng.....	Victoria, B.C.....	8 00
3763	" 26..	Edward J. Hagan.....	2nd Mate.	Liverpool, N.S.....	Yarmouth, N.S.....	8 00
3764	" 28..	David S. Robinson.....	"	Hull, Eng.....	Victoria, B.C.....	8 00
3765	" 28..	John Boyd.....	"	Mobile villa, Scot.....	"	8 00
3766	Mar. 11..	Frederic E. Mears.....	Master....	Liverpool, W.K.....	Halifax, N.S.....	15 00
3767	" 16..	Elmore N. Parker.....	"	Walton Hants Co., N.S.	Yarmouth, N.S.....	15 00
3768	" 30..	Herbert Gordon Mories	2nd Mate.	Greenoch, Scotland.....	Vancouver, B.C.....	8 00

LIST of Sea-going Certificates of Competency issued to Masters, Mates and Second
Mates during the twelve months ended March 31, 1908.

5170	April 20..	Joseph Napoleon Coté.....	Mate....	Bic, P.Q	Quebec, Que.....	6 00
5171	" 20..	Omer Thibaudeau	Master....	Portneuf, P.Q.....	"	15 00
5172	" 20..	George Morton Morrell.....	"	Freeport, N.S.....	St. John, N.B.....	15 00
5173	" 20..	Phidelem Blouin.....	"	Quebec, Que.....	Quebec, Que.....	15 00
5174	" 20..	Frederick Warren.....	"	Victoria, B.C.....	Victoria, B.C.....	15 00
5175	" 20..	John Joseph Egan.....	"	Vancouver, B.C.....	Vancouver, B.C.....	15 00
5176	" 20..	John Joseph Egan.....	Mate....	"	"	6 00
5177	" 20..	Thos. Allen.....	"	Wychwood, Ont.....	Toronto, Ont.....	6 00
5178	" 20..	John Garfield Pratt.....	Master....	Toronto, Ont.....	"	15 00
5179	" 20..	Hugh Frazer McRae.....	"	Meaford, Ont.....	"	15 00
5180	" 20..	Bruce Verner Weston.....	Mate....	Gagetown, N.B.....	St. John, N.B.....	6 00
5181	" 20..	Robert Rowlandson.....	Master....	Nipissing, Ont.....	Ottawa, Ont.....	15 00
5182	" 20..	John Emil Hanson.....	"	Vancouver, B.C.....	Vancouver, B.C.....	15 00
5183	" 20..	John Emil Hanson.....	Mate....	"	"	6 00
5184	" 20..	Edward John LeBlanc.....	"	West Arichat, N.S.....	Sydney, N.S.....	6 00
5185	" 20..	Wm. Edward LeBlanc.....	"	"	"	6 00
5186	" 20..	John Saunders Cook.....	"	Collingwood, Ont.....	Collingwood, Gnt.....	6 00
5187	" 20..	Walter Coulman.....	"	Toronto, Ont.....	Toronto, Ont.....	6 00
5188	" 20..	Angus Edmund Pink.....	Master....	Berridale, Ont.....	Ottawa, Ont.....	15 00
5189	" 20..	Gordon B. Livingstone.....	"	Advocate Harbour, N.S.....	St. John, N.B.....	15 00
5190	May 2..	Samuel McLaughlin.....	Mate....	Latchford, Ont.....	Latchford, Ont.....	15 00
5191	" 2..	William Francis Howell.....	Master....	Thorold, Ont.....	Toronto, Ont.....	6 00
5192	" 2..	Severe Dubreuil.....	Master....	Ste. Anne de Bellevue, Q	Ottawa, Ont.....	15 00
5193	" 2..	George Bussey.....	Mate....	Toronto, Ont.....	Toronto, Ont.....	6 00
5194	" 2..	Herbert Anderson.....	Master....	Charlottetown, P.E.I.....	Charlottetown, P.E.I	15 00
5195	" 2..	Schurman Cain.....	"	Summerside, P.E.I.....	"	15 00
5196	" 2..	Murdock McLean.....	Mafe....	Orwell, P.E.I.....	"	6 00
5197	" 2..	Dell Burpee McLean.....	"	Cumberland Bay, N.B.....	St. John, N.B.....	6 00
5198	" 2..	Edward McDonald.....	"	Montague, P.E.I.....	Charlottetown, P.E.I	6 00
5199	" 2..	Charles O. McDonald.....	"	Georgetown, P.E.I.....	"	6 00
5200	" 2..	Emilien Page.....	"	Portneuf, P.Q.....	Quebec, Que.....	6 00
5201	" 2..	Nicholas Isaksen.....	Master....	Logieville, N.B.....	St. John, N.B.....	15 00
5202	" 2..	Art. Llewellyn Wilson.....	Mate....	Ganges Harbour, B.C.....	Victoria, B.C.....	6 00
5203	" 2..	Charles Addison Gerow.....	"	Burks Falls, Ont.....	Ottawa, Ont.....	6 00
5204	" 2..	F. Cameron Kennedy.....	"	"	"	6 00
5205	" 2..	Edouard Francoeur.....	"	Ste. Anne de Bellevue, Q	"	6 00
5206	" 2..	Adolphe Mallette.....	"	Oka, P.Q.....	"	6 00
5207	" 2..	George Murphy.....	Master....	St. John, N.B.....	St. John, N.B.....	15 00
5208	" 2..	Art. Llewellyn Wilson.....	Mate....	Ganges Harbour, B.C.....	Victoria, B.C.....	6 00
5209	" 2..	John Highland.....	Master....	Braeside, Ont.....	Ottawa, Ont.....	15 00
5210	" 2..	Francis Brickenden.....	"	New Liskeard, Ont.....	"	15 00

9-10 EDWARD VII., A. 1910

LIST of Certificates of Competency issued to Masters and Mates of Inland and Coast-
ing Vessels during the twelve months ended March 31, 1908.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee. \$ cts.
	1907.					
2211	" 2.	William John Boyce.	Mate.	Nanaimo, B.C.	Victoria, B.C.	6 00
5212	" 2.	Malcolm Campbell.	Master.	Nelson, B.C.	" "	15 00
5213	" 2.	Malcolm McKinnon.	Mate.	Proctor, B.C.	" "	6 00
5214	" 2.	John Lawrence Bottrill.	Mate.	Newcastle, N.S.W.	" "	6 00
5215	" 2.	Samuel Domville.	Master.	Hopewell Cape, N.B.	St. John, N.B.	15 00
5216	" 2.	John E. Godin.	Mate.	Elm Tree, N.B.	" "	6 00
5217	" 2.	Louis J. Hilaire Dorion.	Master.	Chateau Richer, P.Q.	Quebec, Que.	15 00
5218	" 2.	Geo. Theodore Hamelin.	Mate.	Grondines, P.Q.	" "	6 00
5219	" 6.	James Cook.	Master.	West Selkirk, Man.	Selkirk, Man.	15 00
5220	" 7.	Leon Lemay.	Mate.	St. Jean des Chaillons, P.Q.	Montreal, Que.	6 00
5221	" 10.	Nelson McGlennon.	"	Toronto, Ont.	Toronto, Ont.	6 00
5222	" 10.	John Fleming.	Master.	Newboro', Ont.	Kingston, Ont.	15 00
5223	" 10.	James Ferguson.	"	Nelson, B.C.	Victoria, B.C.	15 00
5224	" 10.	Chas. Oscar F. Swanson.	Mate.	Revelstoke, B.C.	" "	15 00
5225	" 10.	Laurence Thomson.	Master.	Victoria, B.C.	" "	6 00
5226	" 10.	Alexander Bérnard Cuff.	Master.	Midland, Ont.	Kingston, Ont.	15 00
5227	" 16.	Frederic Cole.	Mate.	Louis Head, N.S.	Yarmouth, N.S.	6 00
5228	" 16.	John Rosie.	Master.	Landing, Man.	Selkirk, Man.	15 00
5229	" 16.	David John Pritchard.	"	Kingston, Ont.	Kingston, Ont.	15 00
5230	" 17.	Robt. Herbert Carnegie.	" T.C.	"	" "	15 00
5231	" 20.	Nelson McGlennon.	"	Temagami, Ont.	Toronto, Ont.	15 00
5232	" 20.	James Albert Henderson.	"	Lakeport, Ont.	Kingston, Ont.	15 00
5233	" 27.	George A. Burton.	Mate.	Halifax, N.S.	Halifax, N.S.	6 00
5234	" 27.	Henri Lavoie.	"	Farther Point, P.Q.	Quebec, Que.	6 00
5235	May	Edward M. Millar.	Master.	Peninsula, Gaspe, P.Q.	Ottawa, Ont.	15 00
5236	" 27.	Harry Adlem.	"	Winnipeg, Man.	Selkirk, Man.	15 00
5237	June	Donald McDonald.	Mate.	Toronto, Ont.	Windsor, Ont.	6 00
5238	" 3.	William Menzies.	Master.	Amherstburg, Ont.	"	15 00
5239	" 3.	Frederick D. Forrest.	"	Walkerville, Ont.	"	15 00
5240	" 4.	Thomas Thomson.	Mate.	Victoria, B.C.	Victoria, B.C.	15 00
5241	" 4.	Peter Scott.	Mate.	Vancouver, B.C.	" "	6 00
5242	" 4.	John Boden.	"	"	" "	6 00
5243	" 7.	John MacLeod.	"	Nelson, B.C.	" "	6 00
5244	" 7.	Charles Sproull.	Master.	Pictou Landing, N.S.	Charlottetown, P.E.I.	15 00
5245	" 10.	George Murray.	"	Tabusintac, N.B.	Yarmouth, N.S.	15 00
5246	" 10.	Stonewall J. R. Jackson.	Mate.	Windsor, Ont.	Windsor, Ont.	6 00
5247	" 10.	Albert Dupont.	Master.	Smiths Falls, Ont.	Ottawa, Ont.	15 00
5248	" 11.	Daniel Edmond Burns.	Mate.	Temiskaming P.Q.	Temiskaming, P.Q.	6 00
5249	" 11.	George Wm. Miller.	Master.	" "	"	15 00
5250	" 14.	Charles Alex. Moore.	"	Purple Valley, Ont.	Windsor, Ont.	15 00
5251	" 22.	George Ball Naylor.	Mate.	Nayan, P.Q.	Quebec, Que.	6 00
5252	" 22.	Alexander Fleming.	"	Rosseau, Ont.	Toronto, Ont.	6 00
5253	" 22.	Charles W. Tessier.	Master.	Pembroke, Ont.	Ottawa, Ont.	15 00
5254	" 26.	Murdock McLeod.	"	Selkirk, Man.	Selkirk, Man.	15 00
5255	" 26.	Ludger Dussault.	"	Portneuf, P.Q.	Quebec, Que.	15 00
5256	" 26.	Thomas Simard.	"	St. Alphonse, P.Q.	"	15 00
9257	" 27.	Robert Micking.	"	Victoria, B.C.	Victoria, B.C.	15 00
5258	" 27.	"	Mate.	" "	"	6 00
5259	" 27.	Carson Stinson Wright.	Master.	Collingwood, Ont.	Collingwood, Ont.	15 00
4260	July	James Olson.	"	Victoria, B.C.	Victoria, B.C.	15 00
5261	" 6.	John Douglas Watson.	"	Port Simpson, B.C.	Vancouver, B.C.	15 00
5262	" 6.	Joseph Henry King.	Mate.	Vancouver, B.C.	Victoria, B.C.	6 00
5263	" 13.	William Edward Beaton.	Master.	Ottawa East, Ont.	Ottawa, Ont.	15 00
5264	" 17.	Andrew Strong.	"	Victoria, B.C.	Victoria, B.C.	15 00
5265	" 17.	James S. Arnold.	"	Dartmouth, N.S.	Halifax, N.S.	15 00
5266	" 17.	John Henry Blakeney.	Mate.	Halifax, N.S.	"	6 00
5267	" 17.	Louis Bethune.	Mate.	Bracebridge, Ont.	Toronto, Ont.	6 00
5268	" 19.	Hial Wilkins Brooks.	Master.	Ottawa East, Ont.	Ottawa, Ont.	15 00
5269	" 19.	Emile Seguin.	"	Hawkesbury, Ont.	"	15 00
5270	" 22.	Geo. Arthur Hammond.	Mas., T.C.	Kingston, Ont.	Kingston, Ont.	5 00
5271	" 23.	James McCannel.	Master.	Mairs Mills, Ont.	"	15 00
5272	" 23.	Chas. J. Lorimer.	Mas., T.C.	Graniteville, P.Q.	Montreal, P.Q.	5 00
5273	" 23.	Francis John Ames.	"	Muskoka, Ont.	Collingwood, On	5 00
5274	" 30.	James Edward Smith.	Master.	Kingston, Ont.	Ottawa, Ont.	15 00

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LIST of Certificates of Competency issued to Masters and Mates of Inland and Coast-
ing Vessels during the twelve months ended March 31, 1908.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1907.					\$ cts.
5275	" 30.	Adam Casson....	Mate....	Gore Bay, Ont.....	Toronto, Ont.....	6 00
5276	" 30.	Wm. Frank Farr....	Master....	Parry Sound, Ont.....	Toronto, Ont.....	15 00
5277	" 30.	Peter Laureat Lachance	".....	Quebec, Que.....	Yarmouth, N.S.....	15 00
5278	Aug. 7.	James Young....	".....	Gore Bay, Ont.....	Toronto, Ont.....	15 00
5279	" 7.	Chas. Lewis Fisher....	Mate....	Victoria, B.C.....	Victoria, B.C.....	6 00
5280	" 7.	John J. McClelland....	Master....	Ottawa, Ont.....	Ottawa, Ont.....	15 00
5281	" 13.	Harold G. Cooper....	Mas., T.C	Royal Muskoka, Ont.....	Toronto, Cnt.....	5 00
5282	" 13.	Harvey Skelton....	".....	".....	".....	5 00
5283	" 13.	William E. Massey....	".....	Dawson, Y.T.....	Dawson, Y.T.....	5 00
5284	" 13.	George B. Davis....	".....	West Arichat, N.S.....	Ottawa, Ont.....	6 00
5285	" 13.	Daniel A. Le Blanc....	Mate....	Montreal, P.Q.....	Montreal, P.Q.....	15 00
5286	" 23.	Moise Huneault....	Master....	".....	".....	15 00
5287	" 23.	Ludovic Lacouture....	".....	".....	".....	15 00
5288	" 23.	Louis Page....	".....	".....	".....	15 00
5289	" 22.	Alphonse Poitras....	".....	".....	".....	15 00
5290	" 23.	William Huneault....	".....	".....	".....	15 00
5291	" 23.	Henri Huneault....	".....	".....	".....	15 00
5292	" 23.	Charles Jeannotte....	".....	".....	".....	15 00
5293	" 23.	Alfred St. Pierre....	".....	Maisonneuve P.Q.....	".....	15 00
5294	" 23.	Joseph Phoenix....	".....	Montreal, Que.....	".....	15 00
5295	" 23.	Edmond Frechette....	".....	".....	".....	15 00
5296	" 23.	Joseph Huneault....	".....	".....	".....	15 00
5297	" 23.	George Grise....	Mas., T.C	Midland, Ont.....	Penetanguishene, O.....	5 00
5298	Aug. 23.	James Edwin Allanson....	Mast'r T.C	Kenora, Ont.....	Kenora, Ont.....	5 00
5299	" 23.	Wm. Cyrus Perkins....	".....	Vale Perkins Que.....	Montreal, Que.....	5 00
5300	" 23.	Chas. Napier Sterling....	".....	Kenora, Ont.....	Kenora, Ont.....	5 00
5301	" 26.	Daniel McKay....	Master....	Thessalon, Ont.....	Toronto, Ont.....	15 00
5302	" 30.	John Buffett....	Mate....	Sydney, C.B., N.S.....	North Sydney, N.S.....	6 00
5303	" 30.	Edward James Smith....	Master....	Seeleys Bay, Ont.....	Kingston, Ont.....	15 00
5304	Sept. 3.	Lyman H. Ford....	".....	New Westminister, B.C.....	Victoria, B.C.....	15 00
5305	" 3.	Edward B. Haight....	".....	Prince Albert, Sask.....	Winnipeg, Man.....	15 00
5306	" 3.	Howard S. Arenburg....	".....	Petite Riviere, Que.....	Yarmouth, N.S.....	15 00
5307	" 16.	Martin Olsen....	".....	Sarnia, Ont.....	Montreal, Que.....	15 00
5308	" 27.	Charles Vessaire....	".....	Thessalon, Ont.....	Toronto, Ont.....	15 00
5309	" 27.	Pierre Huneault....	".....	Montebello, Que.....	Montreal, Que.....	15 00
5310	" 27.	Leon Alie....	".....	Notre Dame de Pierre-ville, Que.....	Quebec, Que.....	15 00
5311	" 27.	Alexander Boucher....	".....	Montreal, Que.....	Montreal, Que.....	15 00
5312	" 27.	Francis John Davitte....	Mate....	Victoria, B.C.....	Victoria, B.C.....	6 00
5313	" 27.	George A. Laird....	".....	".....	".....	6 00
5314	Oct. 14.	Charles Henry Booth....	Mast'r T.C	Keewatin, Ont.....	Kenora, Ont.....	5 00
5315	" 14.	Thomas Christiansen....	".....	Ignace, Ont.....	Camp Lake, Ont.....	5 00
5316	" 14.	John Alex. Johnston....	".....	".....	Ignace, Ont.....	5 00
5317	" 22.	John Stevens....	Master....	Selkirk, Man.....	Selkirk, Man.....	15 00
5318	" 28.	Bertie Owen Jones....	Mate....	Nanaimo, B.C.....	Victoria, B.C.....	6 00
5319	" 28.	Pierre Martin....	Master....	Montreal, Que.....	Montreal, Que.....	15 00
5320	Nov. 9.	James J. Ladouceur....	".....	Pembroke, Ont.....	Ottawa, Ont.....	15 00
5321	" 11.	Claude Vigneau....	Mate....	Quebec, Que.....	Quebec, Que.....	6 00
5322	" 15.	William J. Lawrence....	Mast'r T.C	Summerland, B.C.....	Vancouver, B.C.....	5 00
5323	" 23.	Hans Peter Christiansen....	Mate....	Halifax, N.S.....	Halifax, N.S.....	5 00
5324	" 26.	Roderick Mackillop....	Master....	Vancouver, B.C.....	Vancouver, B.C.....	15 00
5325	" 26.	".....	Mate....	".....	".....	6 00
5326	" 26.	Rupert Robarts....	Master....	".....	".....	15 00
5327	" 26.	".....	Mate....	".....	".....	6 00
5328	" 26.	Whitney Kinnie....	Master....	".....	".....	15 00
5329	" 26.	".....	Mate....	".....	".....	6 00
5330	" 29.	William Fatke....	Master....	Victoria, B.C.....	Victoria, B.C.....	15 00
5331	Dec. 6.	Alexander Thomson....	".....	Chicoutimi, Que.....	Quebec, Que.....	15 00
5332	" 6.	Charles Savard....	".....	Renfrew, Ont.....	Ottawa, Ont.....	15 00
5333	" 6.	Willmont Cyrus Russell....	".....	Vancouver, B.C.....	Vancouver, B.C.....	15 00
5334	" 10.	James Craig....	Mate....	Nelson, B.C.....	Victoria, B.C.....	6 00
5335	" 10.	Albert Jefferson....	Master....	Beauharnois, Que.....	Kingston, Ont.....	15 00
5336	" 10.	Leon Pregent....	Master....	".....	Ottawa, Ont.....	6 00
5337	" 13.	Joseph Noel....	Mate....	Aylmer, Que.....	".....	6 00

9-10 EDWARD VII., A. 1910

LIST of Certificates of Competency to Masters and Mates of Inland and Coasting
Vesse's during the twelve months ended March 31, 1908.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
						\$ cts.
	1908.					
5338	" 17.	Donald W. Stewart...	"	St. Peters, C.B., N.S...	Halifax, N.S....	6 00
5339	" 17.	Alfred Boudrot ...	"	Discousse, N.S....	St. John, N.B....	6 00
5340	" 17.	George McIver ...	Master.	Southampton, Ont...	Toronto, Ont....	15 00
5341	" 21.	Joseph Normandeau...	"	Deschaillon, Que....	Quebec, Que....	15 00
	1908.					
5342	Jan. 7.	William Munro...	Mate.	Victoria, B.C....	Victoria, B.C....	6 00
5343	" 7.	W. J. Spracklin...	Master.	Vancouver, B.C....	Vancouver, B.C....	15 00
5344	" 7.	Almer Keen St. Clair...	"	Victoria, B.C....	Victoria, B.C....	15 00
5345	" 7.	William Brian...	"	Gordon Island, Ont...	Kingston, Ont....	15 00
5346	" 7.	Hormidas Perusse...	"	St. Jean des Chaillons, Que	Quebec, Que....	15 00
5347	" 7.	George Jenner...	"	Victoria, B.C....	Victoria, B.C....	15 00
5348	" 7.	William Donaldson...	"	Vancouver, B.C....	"	15 00
5349	" 7.	Malcolm A. Livingstone	"	Collingwood, Ont...	Collingwood, Ont...	15 00
5350	" 7.	Henry B. Court...	"	Richards Landng, Ont...	"	15 00
5352	" 14.	William Denton...	Mate.	Johnson, Ont....	"	6 00
5353	" 30.	James Kirkwood...	Master.	Kingston, Ont....	Kingston, Ont....	15 00
5354	" 30.	George A. Dick...	"	"	"	15 00
5355	" 30.	Luke Whalen...	"	"	"	15 00
5356	" 30.	Reginald G. Bassett...	"	Collingwood, Ont...	Toronto, Ont....	15 00
5357	" 30.	Roy Burke...	"	Penetanguishene, Ont...	"	15 00
5358	" 30.	Cecil W. Milligan...	"	St. Catharines, Ont...	"	15 00
5359	" 30.	Robert Gamble...	Mate.	Owen Sound, Ont....	"	6 00
5360	" 30.	Cyril Sauve...	Master.	Kingston, Ont....	Kingston, Ont....	15 00
5361	" 30.	George Horne...	Master.	Wolfe Island, Ont...	"	15 00
5362	" 30.	James Vincent Norris...	Mate.	Kingston, Ont....	"	6 00
5363	" 30.	William Kirkwood...	"	"	"	6 00
5364	Jan. 30.	James Oliver...	Master.	Kingston, Ont....	Kingston, Ont....	15 00
5365	" 30.	James Kenney...	"	Wolfe Island, Ont...	"	15 00
5366	" 30.	Robert C. Irwin...	"	Kingston, Ont....	"	15 00
5367	" 30.	John Cherry...	"	"	"	15 00
5368	" 30.	John Corkey...	"	"	"	15 00
5369	" 30.	John Guild...	"	"	"	15 00
5370	" 30.	George Davy...	"	"	"	15 00
5371	" 30.	James Doherty...	"	Belleville, Ont....	Belleville, Ont....	15 00
5372	" 30.	William Brian...	"	Garden Island, Ont....	Kingston, Ont....	15 00
5373	" 30.	Walter Collins...	"	Kingston, Ont....	"	15 00
5374	" 30.	William H. Robinson...	"	New Westminster, B.C.	Victoria, B.C....	15 00
5375	" 30.	Edward Gillam...	"	Victoria, B.C....	"	15 00
5376	" 30.	Felix Campeau...	"	Kingston, Ont....	Kingston, Ont....	15 00
5377	" 30.	John Peter McLeod...	Mate.	Lore, Ont....	Collingwood, Ont....	6 00
5378	" 30.	Neil S. Livingstone...	"	Collingwood, Ont....	"	6 00
5379	" 30.	Frederick R. Johnson...	Master.	"	"	15 00
5380	" 31.	James Reoch...	"	Nottawa, Ont....	"	15 00
5381	" 31.	William H. Daggitt...	"	Collingwood, Ont....	"	15 00
5382	" 31.	William Dickson...	"	Guy'sboro, N.S....	Yarmouth, N.S....	15 00
5383	" 31.	Odilon Fortin...	Mate.	L'Islet, P.Q....	Quebec, P.Q....	6 00
5384	" 31.	Ludger Deschenaux...	Master.	Notre Dame de Pierref...		
				ville, P.Q....	"	15 00
				Deschaillons, P.Q....	"	15 00
				Victoria, B.C....	Victoria, B.C....	15 00
5385	" 31.	Gustave Leboeuf...	"	Lotbiniere, P.Q....	Quebec, P.Q....	6 00
5386	Feb. 20.	James Scouler...	"	L'Islet, P.Q....	"	6 00
5387	" 20.	Donat Lemay...	Mate.	St. Antoine de Tilly...	"	6 00
5388	" 20.	Alcide Gagne...	"	Quebec, P.Q....	"	6 00
5389	" 20.	Ludger Legendre...	"	Collingwood, Ont....	Collingwood, Ont....	15 00
5390	" 20.	Edmond Mathurin...	Master.	Owen Sound, Ont....	"	15 00
5391	" 20.	George A. Patton...	"	Montreal, P.Q....	Ottawa, Ont....	6 00
5392	" 20.	John J. McGinnis...	"	Southampton, Ont....	Windsor, Ont....	15 00
5393	" 20.	Samuel J. Corson...	"	Chester, N.S....	Lunenburg, N.S....	15 00
5394	" 20.	John P. Pearson...	Mate.	Vancouver, B.C....	Vancouver, B.C....	15 00
5395	" 20.	Armand Patenaude...	"			
5396	" 20.	Frederick R. Thomson...	Master.			
5397	" 20.	Seymour Zinck...	"			
5398	" 20.	James H. McNamara...	"			

SESSIONAL PAPER No. 23

List of Certificates of Competency to Masters and Mates of Inland and Coasting Vessels during the twelve months ending March 31, 1908.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1908					\$ cts.
5399	" 20	Damas Chausse . . .	"	Lachenaie, P.Q.	Ottawa, Ont . . .	15 00
5400	" 21	Joseph James Murray . . .	"	Kingston, Ont . . .	Toronto, Ont . . .	15 00
5401	" 21	John Sweet . . .	"	Loring, Ont . . .	" . . .	15 00
5402	" 21	Herbert W. LaRush . . .	Mate . . .	Toronto, Ont . . .	" . . .	6 00
5403	" 21	Joseph W. Walker . . .	"	Port Hawkesbury, C.B.	North Sydney, N.S. . .	6 00
5404	" 21	Edmond Groulx . . .	Master . . .	Melocheville, P.Q.	Montreal, P.Q. . .	15 00
5405	" 21	Severin Vignault . . .	Mate . . .	Magdalen Island, P.Q.	Halifax, N.S. . .	6 00
5406	" 21	William Newnham . . .	"	Nanaimo, B.C. . .	Victoria, B.C. . .	6 00
5407	" 26	Donat Charland . . .	"	Sorel, P.Q. . .	Ottawa, Ont. . .	6 00
5408	" 26	Edmund Willigar . . .	"	Parrsboro, N.S. . .	Yarmouth, N.S. . .	6 00
5409	" 26	Wallace H. Smith . . .	"	" . . .	" . . .	6 00
5410	" 26	John Thomas Burke . . .	Master . . .	Huntsville, Ont . . .	Ottawa, Ont . . .	15 00
5411	" 26	Robert Barron . . .	"	Vancouver, B.C. . .	Vancouver, B.C. . .	15 00
5412	Mar. 3	Isaac Forsyth . . .	Mate . . .	" . . .	" . . .	15 00
5413	" 3	" . . .	"	L'Islet, P.Q. . .	Quebec, Que. . .	6 00
5414	" 3	Michel Fortin . . .	"	Windsor, N.S. . .	Yarmouth, N.S. . .	15 00
5415	" 3	D. Wesley Munro . . .	Master . . .	Margarevetown, N.S. . .	" . . .	15 00
5416	" 3	Simeon Baker . . .	"	Corunna, Ont . . .	Windsor, Ont . . .	15 00
5417	" 3	Neil Louis Morison . . .	"	Hamilton, Ont . . .	" . . .	15 00
5418	" 3	Norman McLeod Scott . . .	"	Montreal, P.Q. . .	Montreal, P.Q. . .	15 00
5419	" 3	Jean B. Desgroselliers . . .	"	Halifax, N.S. . .	Halifax, N.S. . .	15 00
5420	" 3	Samuel Kenney . . .	"	North Salt Spring, B.C. . .	Victoria, B.C. . .	6 00
5421	" 3	William F. Cotsford . . .	Mate . . .	Mairs Mills, Ont . . .	Collingwood, Ont. . .	6 00
5422	" 3	Dow Elyea . . .	"	Collingwood, Ont . . .	" . . .	15 00
5423	" 3	William John Moles . . .	Master . . .	Muskoka, Ont . . .	" . . .	5 00
5424	" 3	Francis John Ames . . .	"	Vancouver, B.C. . .	Vancouver, B.C. . .	6 00
5425	" 9	James H. McNamara . . .	Mate . . .	Vancouver, B.C. . .	" . . .	15 00
5426	" 9	Arthur R. C. Newburgh . . .	Master . . .	Dawson, Y.T. . .	" . . .	6 00
5427	" 9	" . . .	Mate . . .	Penetanguishene, Ont . . .	Collingwood, Ont. . .	15 00
5428	Mar. 12	Frank Beecroft . . .	Master . . .	Collingwood, Ont . . .	" . . .	6 00
5429	" . . .	Alexander Wilson . . .	Mate . . .	Nipissing, Ont . . .	Ottawa, Ont . . .	15 00
5430	" . . .	Robert Rowlandson . . .	Master . . .	Lotbiniere, P.Q. . .	Quebec, Que. . .	15 00
5431	" . . .	Thomas Bernier . . .	"	St. Michel, P.Q. . .	" . . .	6 00
5432	" . . .	Joseph Vezina . . .	Mate . . .	St. Anne de Sorel, P.Q. . .	" . . .	15 00
5433	" . . .	Joseph Antaya . . .	Master . . .	Rockland, Ont . . .	Ottawa, Ont . . .	15 00
5434	" . . .	Albani Mallette . . .	"	Vancouver, B.C. . .	Vancouver, B.C. . .	15 00
5435	" . . .	Gerald M. Clayton . . .	"	" . . .	" . . .	15 00
5436	" . . .	Benson Rowe . . .	Mate . . .	" . . .	" . . .	15 00
5437	" . . .	" . . .	"	Walkerville, Ont . . .	Windsor, Ont. . .	6 00
5438	" . . .	Coral A. Lyons . . .	Master . . .	Mooretown, Ont . . .	" . . .	15 00
5439	" . . .	Walter E. Linton . . .	"	" . . .	" . . .	15 00
5440	" . . .	Robert Alexander . . .	"	Amherstburg, Ont . . .	" . . .	15 00
5441	" . . .	Charles R. Hackett . . .	"	Mooretown, Ont . . .	" . . .	15 00
5442	" . . .	Clarence R. Albinson . . .	"	Hamilton, Ont . . .	" . . .	15 00
5443	" . . .	George Cross . . .	"	St. Joseph de Sorel, P.Q. . .	Quebec, Que. . .	15 00
5444	" . . .	Albert Gosselin . . .	"	Victoria, B.C. . .	Victoria, B.C. . .	15 00
5445	" . . .	Dunn Balcom . . .	"	Arnprior, Ont . . .	Ottawa, Ont. . .	15 00
5446	16	Alexander Trudeau . . .	Mate . . .	Portneuf, P.Q. . .	Quebec, P.Q. . .	6 00
5447	" . . .	Emile Frenette . . .	Mate . . .	Beauharnois, P.Q. . .	Montreal, P.Q. . .	6 00
5448	" . . .	Willie Brais . . .	"	Aikens Ferry, P.E.I. . .	Charlottetown, P.E.I. . .	6 00
5449	" . . .	Benjamin E. Wright . . .	"	Port Greville, N.S. . .	Yarmouth, N.S. . .	15 00
5450	" . . .	Imbert O. Canning . . .	Master . . .	Portland, Ont . . .	" . . .	15 00
5451	" . . .	Albert Hartley Hazlett . . .	"	Collingwood, Ont . . .	Collingwood, Ont. . .	6 00
5452	" . . .	John H. Solery . . .	Mate . . .	" . . .	" . . .	15 00
5453	" . . .	Cornelius Dineen . . .	Master . . .	Toronto, Ont . . .	Toronto, Ont. . .	6 00
5454	17	Gordon S. Wright . . .	Mate . . .	Owen Sound, Ont . . .	Collingwood, Ont . . .	15 00
5455	" . . .	Norman J. McCoy . . .	Master . . .	Salem, Ont . . .	" . . .	6 00
5456	" . . .	Robert Laing . . .	Mate . . .	Midland, Ont . . .	" . . .	15 00
5457	" . . .	Joseph Legree . . .	Master . . .	Chatauguay, P.Q. . .	Montreal, P.Q. . .	6 00
5458	19	Jean Bapt. Couillard . . .	Mate . . .	Parry Sound, Ont . . .	Ottawa, Ont. . .	6 00
5459	" . . .	John Joseph Dube . . .	"	Wiarton, Ont . . .	Collingwood, Ont . . .	15 00
5460	20	John Frederick Davis . . .	Master . . .	Jeddore, N.S. . .	Lunenburg, N.S. . .	15 00
5461	" . . .	Wellington Jennex . . .	"	Lochgilphead, Scotland	Collingwood, Ont . . .	15 00
5462	23	Archibald Campbell . . .	"			

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LIST of Certificates of Competency to Masters and Mates of Inland and Coasting
Vessels during the twelve months ending March 31, 1908.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1907.					\$ cts.
5463	"	Joseph A. Riley	"	Whitney Pier, N.S	North Sydney	15 00
5464	"	George L. Banks.	"	Barrington Passage, N.S.	Yarmouth, N.S.	15 00
5465	"	John Joseph Dube.	"	Parry Sound, Ont.	Ottawa, Ont.	15 00
5466	"	Joseph Ernest Houghton	Mate.	Collingwood, Ont.	Collingwood, Ont.	6 00
5467	"	Joseph Levesque.	"	Matane, P.Q.	Quebec, Que.	6 00
5468	28.	Wilfrid Girard.	Master.	Chute à Blondeau, Ont.	Ottawa, Ont.	15 00
5469	"	Charles Stannard.	"	Vancouver, B.C.	Vancouver, B.C.	15 00
5470	30.	Francois Tremblay.	"	Chicoutimi, P.O.	Quebec, Que.	15 00
5471	"	John Idavain.	Mate.	St. John.	Yarmouth, N.S.	6 00
5472	"	Nels Jensen.	Master.	Vancouver, B.C.	Vancouver, B.C.	15 00
5473	"	"	Mate.	"	"	6 00



